

Historic Heritage Evaluation

Devonport Historic Heritage Area

Takarunga Mt Victoria, Victoria Road, Windsor Reserve and Marine Square

May 2022

Draft



Prepared by Richard Reid, Jeremy Salmond and Dave Serjeant
on behalf of Devonport Heritage

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Cover image: Looking north up Victoria Road, 1935 (source to be confirmed)

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2. Executive summary

This draft report has been commissioned by Devonport Heritage (2017 Inc.), a local community group and incorporated society formed to celebrate and encourage heritage protection in Devonport. This report forms part of the Society's submission to the proposed plan change detailing the Council's formal response to the Resource Management (Enabling Housing Supply and Other Matters) Amendment Act 2021, due for public notification in August 2022.

The purpose of this report is to evaluate the Society's proposed Historic Heritage Area (HHA) that encompasses Takarunga, the Devonport Main Street area and Windsor Reserve/Marine Square on the shoreline. Each area is recognised for its historic value already in the AUP, either in whole or in part, and the Society considers that this recognition would be strengthened by having all three areas within one HHA.

The proposed Devonport HHA is 16 hectares in area and encompasses multiple features and properties, including public land and the foreshore, cultural landscapes, buildings, structures, monuments, plantings, archaeological sites, traditional sites, sacred places, a townscape, streetscapes and parts of the residential settlement.

Takarunga sits at the head of this arrangement, forming the high ground, on the lower slopes of which the main street falls to the harbour. Victoria Road is the spine, along which key commercial, civic, community and religious buildings are concentrated. At the shoreline, Windsor Reserve and Marine Square open the main street to the water space of the city. This formalised sequence of features is unparalleled locally, regionally and nationally.

The number and density of Devonport's scheduled historic heritage buildings along the main commercial street are also unparalleled locally and regionally. Furthermore, the proposed Devonport HHA contains a large number of other scheduled historic heritage sites and places, NZAA sites, an outstanding natural feature and a notable group of trees.

The number of scheduled historic heritage sites and places overall is unmatched for a Special Character Area. The only comparable local areas containing such a diverse and rich collection of historic heritage sites and places are the Princes Street Historic Heritage Area and Karangahape Road Historic Heritage Area.

On the basis that the proposed HHA has been assessed as outstanding by reference to three evaluation criteria and having considerable heritage value in four other criteria, this report concludes that the Devonport Historic Heritage Area overall has outstanding significance locally, regionally and nationally.

It is the submission of this report that the proposed Devonport HHA meets the threshold for eligibility as a **Historic Heritage Area**.

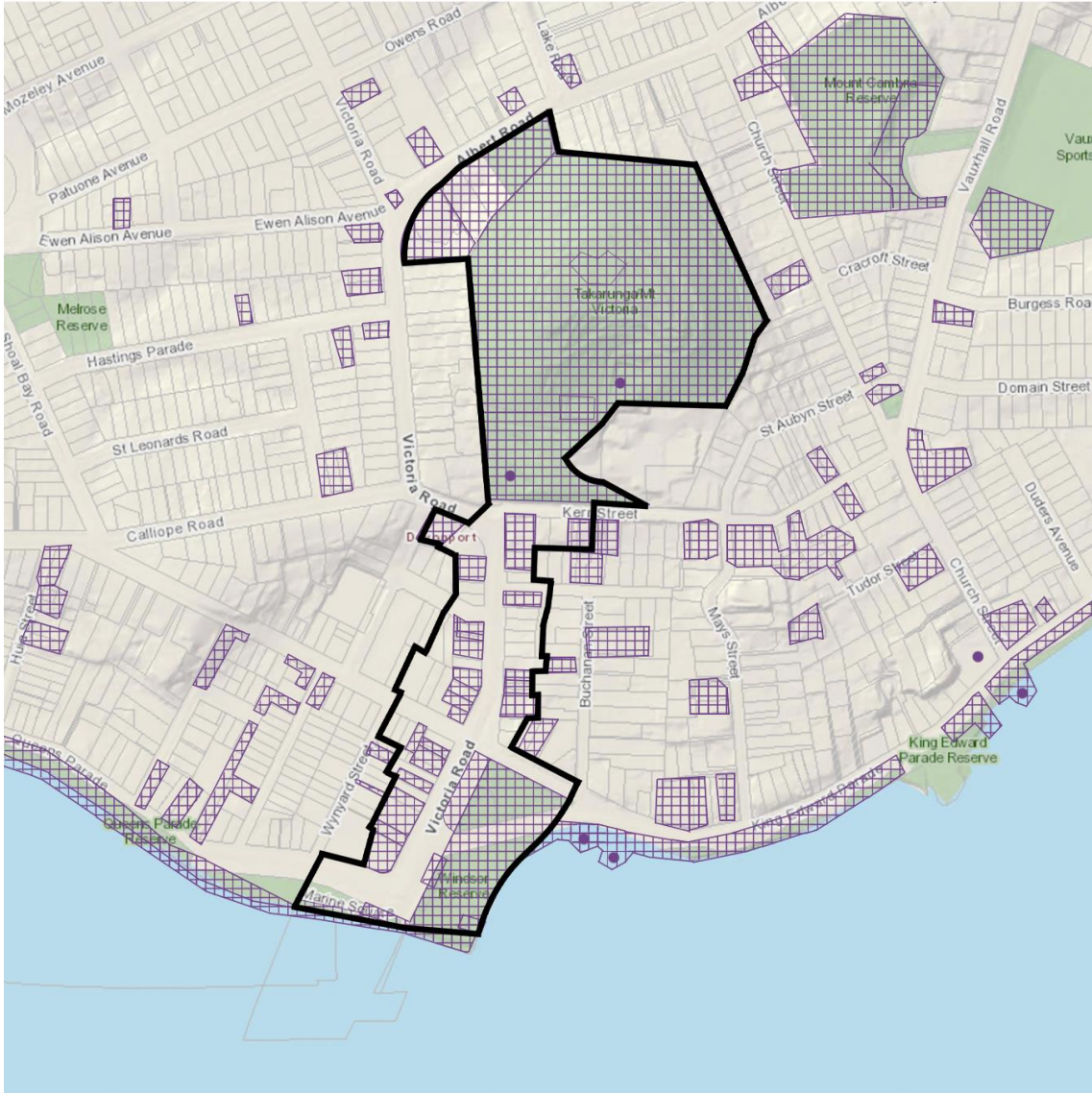


Figure 1 Proposed Devonport Historic Heritage Area

3. Purpose

The purpose of this document is to consider the proposed historic heritage area for Devonport against the criteria for evaluation of historic heritage Regional Policy Statement (**RPS**) section (B5.2.2 Policies) in the Auckland Unitary Plan (**AUP**).

The document was commissioned by Devonport Heritage (2017 Inc). It has been prepared by Richard Reid of Richard Reid & Associates Citymakers, Jeremy Salmond of Salmond Reed Architects and Dave Serjeant of Merestone Planning and Resource Management.

All maps illustrating the Devonport HHA have been prepared by Richard Reid and Salmond Reed Architects. All photos of buildings and streetscapes taken in 2022 are by Richard Reid.

This document has been prepared to support a submission by Devonport Heritage (2017 Inc) to Auckland Council to recognise the significant heritage status of the Devonport Town Centre area, as described below.

4. Identification

Site address(es) and/or location	See Appendix 2
Legal description(s) and Record of Title identifier(s), Deeds register and/or Gazette notice information	See Appendix 2 Devonport HHA extends over road reserves on Queens Parade, Victoria Road, Flagstaff Terrace, Clarence Street, Fleet Street, Rattray Street and Kerr Street, Devonport; and part of the CMA (commemorative sea wall)
NZTM grid reference	X coordinate: 1760331.06 Y coordinate: 5922621.72
New Zealand Heritage List / Rārangī Kōrero details	See Appendix 2
Archaeological site (Heritage New Zealand Pouhere Taonga Act [HNZPTA] 2014, Section 6)	See Appendix 2 Yes. The place is the site of human activity before 1900 and is recorded as having archaeological sites which have been assessed to determine if they have archaeological values
Cultural Heritage Inventory (CHI) reference(s)	See Appendix 2
New Zealand Archaeological Association (NZAA) site record number(s)	See Appendix 2

5. Scope

This draft report has been commissioned by Devonport Heritage (2017 Inc), a local community group and incorporated society formed to celebrate and encourage heritage protection in Devonport. The society's role is to promote awareness and appreciation of Devonport's rich history and act as a lobby group for heritage restoration. The society also encourages an understanding of the Special Character Area planning rules that apply to Devonport under the Auckland Unitary Plan – Operative in Part (AUP (OIP)).

The draft report evaluates Devonport Heritage's proposal for a Devonport Historic Heritage Area (HHA), which encompasses multiple features, properties (including public land and the foreshore), cultural landscapes, buildings, structures, monuments, plantings, archaeological sites and features, traditional sites, sacred places, townscape, streetscape and parts of the residential settlement in Devonport.

This draft report is submitted as part of Devonport Heritage's feedback on Auckland Council's response to the National Policy Statement on Urban Development (NPS-UD) and Medium Density Residential Standards (MDRS).

The three weeks' provision for feedback has limited the presentation of information while undertaking this evaluation. More documentation is available and can be provided at the request of Auckland Council.

The draft report is submitted on the basis that it forms part of an iterative process, including peer review, towards Devonport Heritage lodging a formal submission for a HHA to Auckland Council in August and/or adoption by Auckland Council of the Devonport HHA in a plan change to the AUP (OIP) at the same time.

The authors have had regard to the Council recommended methodology for evaluation of historic heritage which has been chiefly developed for the detailed assessment of individual buildings. We have adapted this to suit the wider landscape parameters that comprise the proposed HHA.

A letter written by one of the report authors, outlining Devonport Heritage's proposal, including a draft plan illustrating the extent of the proposed HHA, was sent to Tūpuna Maunga o Tāmaki Makaurau Authority in late April, before submission of this draft report. This letter is attached as Appendix 1. The Chair of the Authority has responded with an invitation to Devonport Heritage to discuss its proposal with the Authority.

The draft evaluation does not address matters such as engineering, soundness or safety, earthquake risk, safety in the event of fire or insanitary conditions.

The draft evaluation does not address structural integrity or the condition of buildings or structures.

6. Historical summary

Māori ancestral associations with Devonport

The following text is an extract from Graeme Murdoch, Topic 009 – RPS Chapter B5 - 'Addressing Issues of Significance to Mana Whenua', evidence on behalf of Auckland Council before the Auckland Unitary Plan Independent Hearings Panel, June 2013, which included an Attachment C, 'Māori ancestral associations with Devonport':

“Devonport’s volcanic cones, fertile soils, marine resources and strategic location, offered Māori a great place to live. Tradition indicates that the area was occupied from the earliest period of human settlement in Aotearoa/New Zealand. This was confirmed by recent archaeological investigation at Te Haukapua/Torpedo Bay. Here an archaeological assemblage, typical of the earliest period of those of the long extinct flightless bird, the moa.

Tradition and the archaeological record suggest that the area was intensively settled in pre-European times. Each of the cones was occupied and fortified. Below them were cultivations and open settlements. On the foreshore were canoe landings, food-processing areas and stone working areas. The present day foreshore retains few visible remains of this, however, it is clearly reflected in the area’s traditional history...

Maori tradition goes back to the earliest period of human settlement, and to the creation of the land. One tradition, 'Te Riri a Mataaho', 'the anger of Mataaho', links the creation of Devonport’s volcanoes with a quarrel between the ancestor Matakamokamo and his wife Matakerepo which aroused the anger of Mataaho, the deity associated with volcanic activity.

Devonport is associated with the earliest Pacific migrations to the region ... The area is also associated with the famed ancestral canoes Arawa and Tainui which landed over 500 years ago...

The most detailed traditions associated with Takapuna/Devonport concern the Tainui canoe which voyaged to Aotearoa from eastern Polynesia. The canoe anchored at Te Haukapua/Torpedo Bay ... The canoe later stranded on a sandbank near Devonport Wharf. This shoal was named Te Ranga Taikehu, the sandbank of Taikehu...From Takapuna/Devonport the Tainui journeyed on to the Manukau Harbour. Some of the crew, however, remained in the area, where they became known as Ngāti Tai.

Over the centuries many other tribes developed associations with the area...In the seventeenth century the Te Kawerau ancestor Maki was hosted at Maungauika by the local chief Taihua ... Over subsequent generations the Hauraki tribes, in particular, Ngāti Paoa, came to occupy the area. Then after the conquest of the Tamaki isthmus in the mid eighteenth century, Ngāti Whatua forged relationships with this special place.

In 1841 Devonport was sold to the Crown as part of the disputed Mahurangi Purchase. From this time Māori occupied the area informally, especially Ngāti Paoa. The Ngapuhi warrior chief Patuone married a Ngāti Paoa woman, Riria

Takarangi, and lived with her at Devonport. He became a notable figure in the community until his death in 1872 at the age of well over 100. He is buried in the Holy Trinity Churchyard, Devonport.

Devonport epitomises the Māori proverbial saying – Kō Tāmaki herenga waka – Tāmaki the mooring place of many canoes”

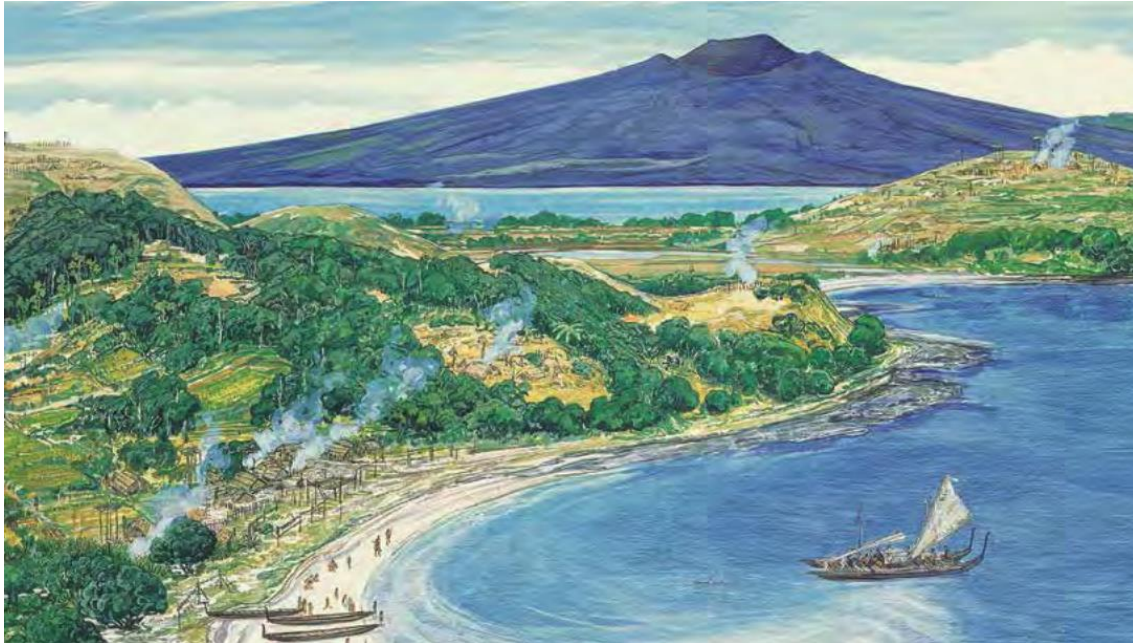


Figure 2 C. Gaskin painting commissioned by the ARC 2001

“Chris Gaskin’s painting of Tainui’s arrival and the surrounding occupational and agricultural landscape shows the Tainui canoe stranded on the sandbank, ‘Te Ranga ō Taikehu’, Taikehu swimming ashore, Takarunga/Mt Victoria, Takamaiwaho/Duders Hill, the headland pā, Te Kūrae ō Tura, Te Haukapua/Torpedo Bay, Maungāuika/North Head, and beyond, a recently erupted and still barren Rangitoto Island. The cones were occupied at this time but not fortified.

Places of interest for Devonport self-guided walks [within the proposed HHA] (from south to north):

- Te Tāhuna ō Taikehu – ‘the sandbank of Taikehu’, named after a young chief on the Tainui canoe which landed at Devonport over 500 years ago. The site of Devonport Wharf.
- Te Ranga ō Taikehu – ‘the shoal of Taikehu’, named after a sand bank on which the Tainui canoe was stranded. This shoal is off Windsor Reserve.
- Te Kauanga ō Taikehu – ‘the swim of Taikehu’. This young chieftain swam ashore after the Tainui canoe was stranded.
- Takarunga – ‘the hill that stands above’ or dominates the landscape. Mt Victoria.”

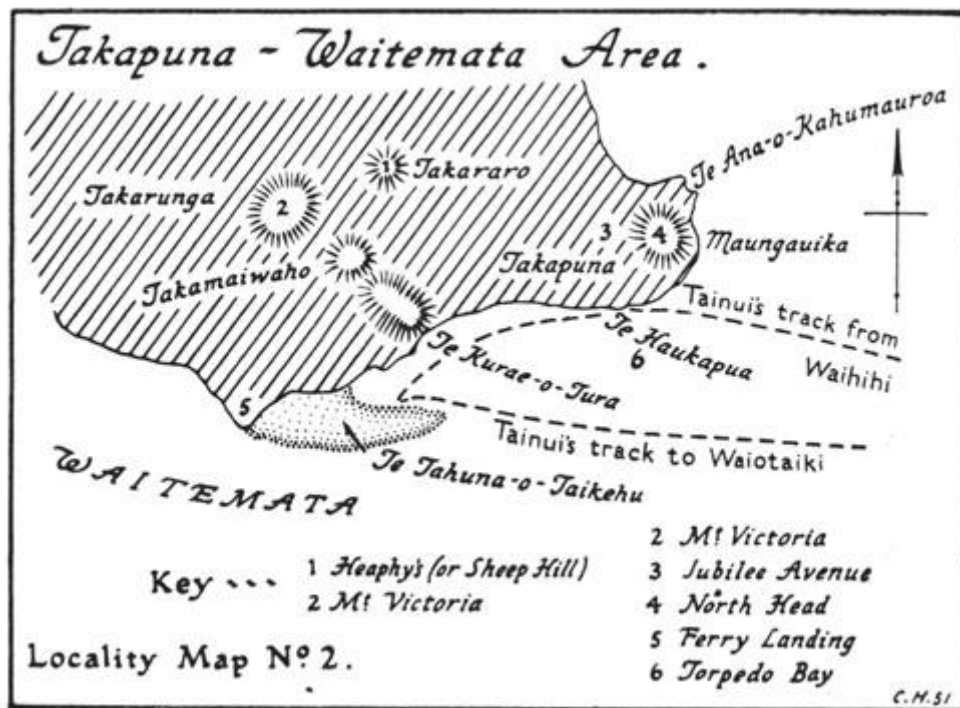


Figure 3 From G. Graham, 'Tainui – Her Visit to Waitemata and Tamaki (as narrated By Maihi Te Kapua Te Hinaki in 1894), J.P.S. Vol 60, 1951

The following text is an extract from Tūpuna Maunga o Tāmaki Makaurau Integrated Management Plan (2016):

In 2014, following five years of Te Tiriti o Waitangi/Treaty of Waitangi settlement negotiations, the Ngā Mana Whenua o Tāmaki Makaurau Collective Redress Act 2014 legislated a Collective deed of settlement under which 14 Tūpuna Maunga were transferred to the 13 iwi/hapū of Ngā Mana Whenua o Tāmaki Makaurau. The Tūpuna Maunga are held by the Tūpuna Taonga Trust for the common benefit of the iwi/hapū of Ngā Mana Whenua and the other people of Auckland.

The Tūpuna Maunga Authority has developed a Tūpuna Maunga Integrated Management Plan (“IMP”) to “set the foundations for how the Tūpuna Maunga are valued, protected, restored, enhanced, and managed in the future” (p7).

The Tūpuna Maunga o Tāmaki Makaurau Authority will prepare individual Tūpuna Maunga Plans, including for Takarunga.

Tūpuna Maunga o Tāmaki Makaurau Authority’s ‘Integrated Management Plan’ (2016, p49) lists all 13 iwi/hapū of the Ngā Mana Whenua o Tāmaki Makaurau as having interests in the maunga:

Ngāi Tai ki Tāmaki, Ngāti Maru, Ngāti Pāoa, Ngāti Tamaoho, Ngāti Tamaterā, Ngāti Te Ata, Ngāti Whanaunga, Ngāti Whātua Ōrākei, Ngāti Whātua o Kaipara Te Ākitai Waiohua, Te Kawerau ā Maki, Te Patukirikiri, Te Rūnanga o Ngāti Whātua.

European history

The following text is an extract is from Bruce Hayward's 'Volcanoes of Auckland – A Field Guide' (2019), p100-101:

“The European name of Mt Victoria comes from Victoria, queen of the United Kingdom 1837-1901. French navigator Dumont D’Urville climbed Mt Victoria in 1827, and the strategic importance of the mountain was recognised when the first signal station for the port of Auckland was erected on its summit in 1842, giving it the early European name of Flagstaff Hill. Flags were used to signal to boats entering the harbour and inform city residents of incoming ships. Mt Victoria is still used as a signal station by the Ports of Auckland. The new signal station tower, constructed in 1954, is now fully automated with radar coverage of the harbour entrance from the Hauraki Gulf and monitored by Ports of Auckland across the harbour.

In the early 1880s, rumours spread that the Russians had their eyes on the South Pacific and before too long their navy would be attacking New Zealand. North Head and Mt Victoria, the two prominent scoria cones at the south end of the North Shore peninsula, were perfectly placed natural high points for use as naval forts to defend the entrance to the youthful city of Auckland. So it was in 1885 that Mt Victoria was fortified with four-pound rifle muzzle-loader guns on a terrace on the north side and the summit became the observation point and control post for Auckland’s coastal defences ...

In 1892, Devonport Borough Council constructed a water reservoir on the summit of Mt Victoria. This was used to store fresh water pumped there from Lake Pupuke and provide a gravity feed to the surrounding settlement. The buried reservoir and its 1911 extension still exist beneath the red-and-white ‘mushroom’ air vents, creating the artificial flat summit of the volcano ...

The road to the summit was completed and opened to public vehicles after the Second World War. In 2018, vehicle access to the summit was discontinued by the Tupuna Maunga Authority except in special cases for the physically handicapped and elderly.”



Figure 4 Takarunga Mt Victoria (date and source to be confirmed)

The following text is an extract from “Devonport Commercial Area Heritage Study” by Salmond Architects, 1986, p5-9.

Crown Grants and Land Settlement

The Commercial Area occupies land originally settled under Crown Grants over a period from 1850 to 1869 in Victoria Road as follows:

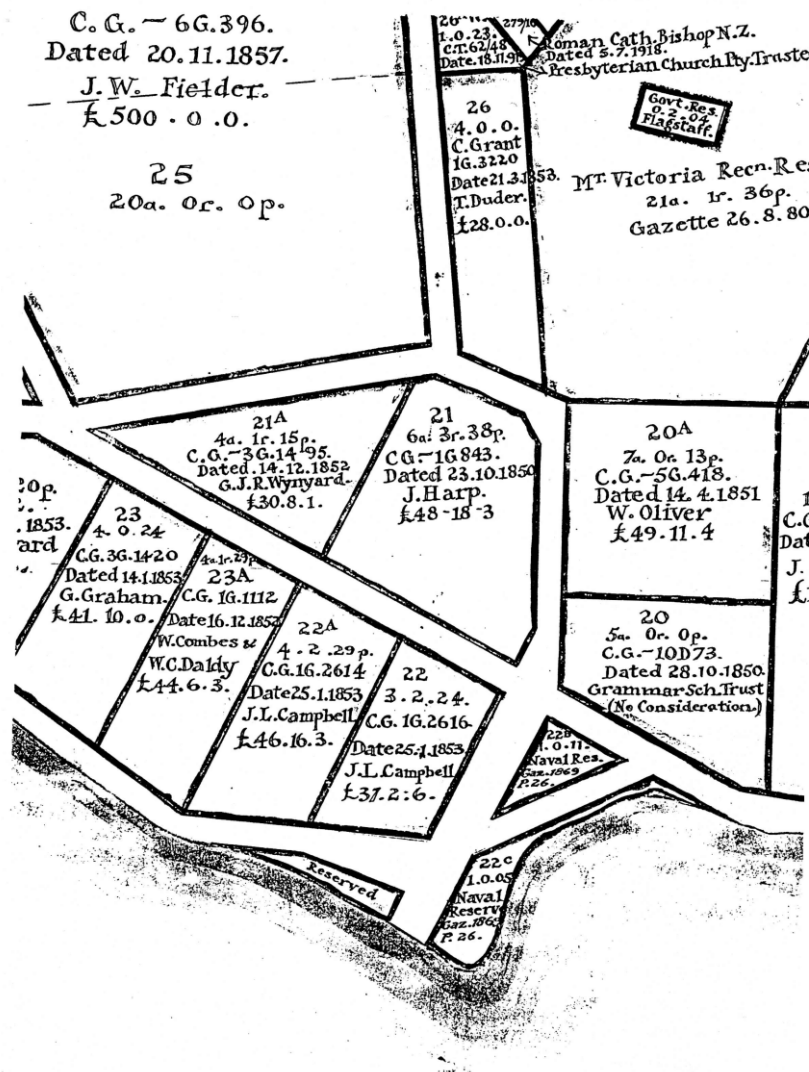


Figure 5 Crown Grants in the Commercial Area

Progressive subdivision of these sites led to the dedication of a secondary street system and the creation of multiple residential and commercial sites.

The Devonport Commercial Area has grown from these early beginnings around a range of historical activities in Victoria Road and adjacent streets. These can be summarised under the following headings:

Transport

The original reason for the location of the Borough derives largely from its value as an early landing point on the north shore of the Waitemata Harbour. Consequently Devonport, and Victoria Road in particular, was a principal terminus for overland routes north from Auckland.

None of the early structures associated with this original activity survive although later buildings and the wharf (associated with the ferry service) are important to the existing character of the Area. The wharf, although not strictly part of the Borough cannot sensibly be isolated from a consideration of the character of the Commercial Area, and its admirable maritime character (and detail could readily be restored and enhanced.

Early roading patterns formed the basis of those in use today, with no significant deviation from the original grid layout, which was contingent on the alignments of Queen's and King Edward Parade along the historic shoreline. The major roads were formally gazetted with the allocation of the original Crown Grants under The Hundred of Devonport in the 1840s. The earliest photographs of the district, taken from Mt. Victoria clearly show these early thoroughfares among houses and radiating from the triangular open space of Windsor Reserve. This network of roads inevitably had its principal focus in the reserve, on the southern edge of which lay the ferry wharf linking the Borough to Auckland City.

Early photographs witness the importance of transport service industries and trades in Victoria Road. W. Parsons and Sons Livery and Bait Stables were a feature of many street scenes recorded in Victoria Road. Other trades recorded include Thos. Inglis, Blacksmith, Wells and Sons, Forwarding Agents (both from 1903), while similar services flourished in adjacent streets.

Residential

A surprising number of the houses still stand within the present Commercial Area, notably in upper Victoria Road and in the streets adjacent to the commercial area. While very few of these date from the first subdivisions, the houses form an important part of the historical context. The remaining houses are a reminder of both the historic origins of the central area and of the essentially residential nature of the Borough.

A number of these early houses, dating mainly from the late 1880s, are significant elements in the townscape of central Devonport and warrant preservation and restoration for this reason. Almost all views out of the shopping area embrace residential areas so the existence of houses in the main street need not be seen as incongruous in an otherwise commercial context.

A particular feature of late 19th century commercial life was the integration of family and business life, and almost all two-storeyed buildings were residential on the first floor with families "living above the shop". Some of these premises are still in residential use today, however contemporary fire regulations have made such uses problematical.

Commercial

The essence of the Commercial Area is trade. The existing character is now entirely dominated by shops and office buildings dating from the 1880s to the 1950s. The architectural character is predominantly Edwardian – i.e. early 19th century - with some late Victorian buildings built following the 1888 fire in lower Victoria Road.

The scale is modest throughout with the grand exception of the three-storey Esplanade Hotel, emphatically terminating views towards the harbour, and the Victoria Theatre, of similar bulk, at the northern end.

Commerce was a logical early development in a street which was the conduit for most through traffic from the harbour and Auckland. A full range of services and trades flourished from early development, with banks, bakers, drapers, grocers, ironmongers, butchers, bootmakers and fishmongers all represented.

Civic

As the physical and commercial focus of the Borough, the Commercial Area logically became the seat of local government and of government services such as the Post Office.

With the formation of the Borough of Devonport in 1886, the first purpose-built Council Chambers occupied the former Naval Reserve land (now known as Windsor Reserve) on the site of the present Borough library.

Following the destruction of this building by fire in the 1930s the Council Chambers were relocated in the former Post Office, next to the Esplanade Hotel. This original Post Office building dated from 1908, prior to which postal services had operated from a "store" in Victoria Road. The present Post Office (now New Zealand Post outlet) dates from 1930. Another important former Post Office building, until recently the Devonport Telephone Exchange in Clarence Street, is now disused.

Social

The social life of the Commercial Centre is closely linked to civic ceremony and public ritual. The street has traditionally been the site for displays of public enthusiasm, such as on the visits of notable personages and in Devonport especially, for Naval parades. The siting of the municipal war memorial on Windsor Reserve ensures the continuation of these traditions.

The reserves themselves and the beaches are also a continuing focus for public occasions, from triathlons to demonstrations, maintaining a long-standing historic pattern.

It is perhaps surprising that there is only one hotel in the Devonport CBD. The Esplanade replaced an earlier building in 1903-4 and today offers a social service which has long been popular with travellers.”

7. Physical description

Site visit

The three authors of this report have undertaken multiple site visits, both individually and as a group, to undertake this HHA evaluation. The group met with Devonport Heritage in March 2022 to discuss the scope and objectives of an HHA versus Special Character Area for 'Devonport SCA: Business' and then embarked on a series of site visits through April which reviewed and revised the potential extent of an HHA. The authors also met to discuss Auckland Council's 'Summary of Area Findings for Devonport SCA: Business' published on 19 April and then again with Auckland Council Heritage representatives to formalise Devonport Heritage's proposal for an HHA on 27 April.

Place location



Figure 6 Proposed Devonport Historic Heritage Area boundary overlaid on an aerial photo on the Town Centre



Figure 7 Proposed Devonport Historic Heritage Area boundary overlaid on an aerial photo of Devonport suburb

Geographical/physical context

Devonport is one of Auckland's three earliest residential marine suburbs, situated at the end of the south-eastern peninsula of the North Shore, overlooking Rangitoto Channel and Rangitoto Island to the east and fronting the Waitemata Harbour to the south.

This area has been substantially characterised by volcanic activity. Approximately thirty-five thousand years ago, during Auckland's eruptive phase and before the present coastline took shape, three volcanic cones formed, firstly Maungauika North Head on the turning point where the harbour meets Rangitoto Channel, followed by Takararo – “the rock below” (Mt Cambria), then Takarunga – “the rock above” (Mt Victoria), both formed from the same activity.

It is believed that when Takarunga erupted, part of the summit crater was carried down with the lava flow, coming to rest near the foreshore and thus creating the small knoll now known as Duder's Hill (Takaiwaho – “the rock outside”). Towards the end of its eruptions, lava flowed out from its southern base creating a fan of rocky basaltic flows between the maunga and the Devonport foreshore.

The new cones of scoria with their spread of tuff and basalt flows combined with accretions of alluvium to soon link the volcanoes to the large mass of existing cliffed Waitemata papa around them. This gave Devonport the peninsula form it retains today.

Takarunga rises eighty-two metres above sea level and sits at the head of the Devonport Town Centre nestled on its lower south-western side. The upper block of the main street straddles the western edge of the lava flow while the lower town block, including Windsor Reserve and Marine Square, are on level

ground only slightly above mean sea level. A commemorative basalt sea wall delineates the land/water interface.



Figure 8 Map showing extent of Takarunga and Takararo volcanic activity (Hayward, 2019, p98)

Seen from the opposite side of the Waitemata Harbour, in places such as the Auckland Domain or the hillsides of Remuera, Devonport's accentuated topography offered a fine view – especially when seen against the backdrop of Rangitoto as recorded by some of the early colonial watercolourists such as Hoyte and Sharpe.

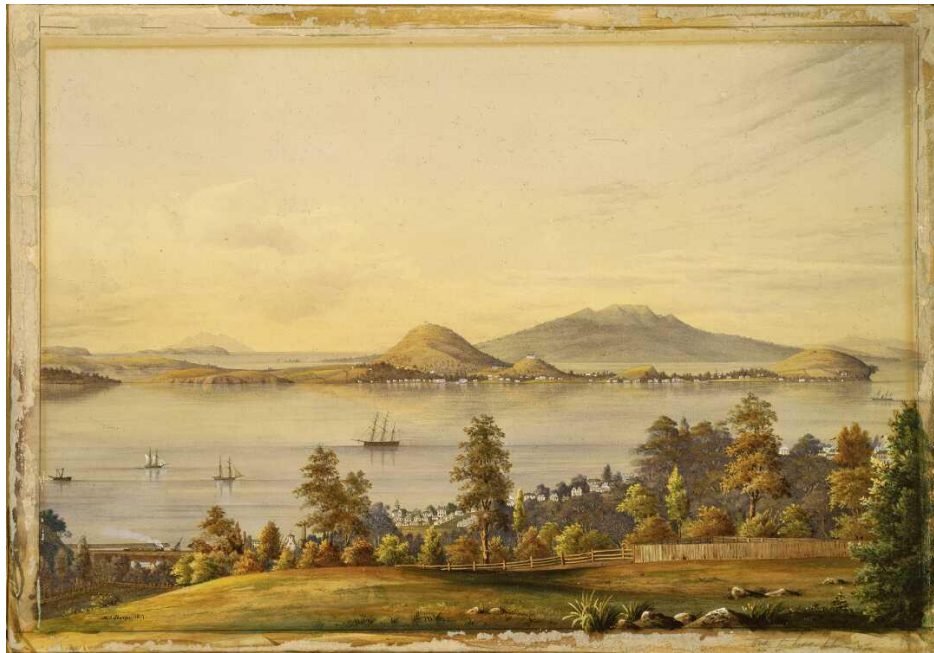


Figure 9 Alfred Sharpe 'A Watercolour of Devonport and the Waitamata Harbour from the Domain', 1877. Sharpe took considerable liberty with the composition of the painting. Mt Victoria is expressed much stronger vertically than it is actually is while Mt Cambria has been forwarded to the harbour shore when it is to the right and slightly behind Mt Victoria (National Library of NZ; Tiaki Reference Number: C-126-001)

Historic Heritage Area description

The Devonport HHA consists of three distinct and mutually supportive features/elements, comprising Takarunga Mt Victoria Reserve, the commercial area focused on Victoria Road and the coastal open spaces of Windsor Reserve and Marine Square. Beyond the foreshore and outside the HHA, but an implicit part of the whole, is the Waitematā Harbour.

Takarunga sits at the head of this arrangement, forming the high ground as well as the footing for the main street's fall to the harbour. Victoria Road is the spine, along which key commercial, civic, community and religious buildings are concentrated. Windsor Reserve and Marine Square open the main street to the water space of the city.

The HHA extends a distance of c.900 metres on a broadly north-south alignment from Takarunga to the commemorative sea wall. The HHA varies in width from 110 to 350 metres along this length. Its widest dimension occurs at the Clarence Street/Flagstaff Terrace junction with Victoria Road, the major east-west cross-axis through the Town Centre.

The key features of the HHA, as identified in the body of this report, are elaborated on in Section 9 'Significance criteria', especially part (f) Physical attributes; (g) Aesthetic; and (h) Context; and Section 10.0 'Statement of Significance'.

Description (exterior or surface features)

Individual scheduled historic heritage sites in the Devonport HHA are tabled in Appendix 2. All contributing and non-contributing sites/places/features that comprise the HHA are tabled and illustrated in Appendix 3.

Detailed descriptions and representative photographs of individual buildings and the Victoria Road streetscape are contained in the 'Devonport Commercial Area Heritage Study' and 'Devonport Historic Register'.

Description (interior or known sub-surface features)

Interiors are excluded from this evaluation. See Appendix 1 for identification of the interiors which have been excluded.

Summary of key features

As identified in the body of this report, the key features of the proposed HHA are:

1. Takarunga Mt Victoria Reserve
2. Main commercial street of Victoria Road
3. Windsor Reserve and Marine Square

The Waitematā Harbour is considered to be an integral part of the visual catchment within the HHA yet for statutory reasons is not included in the HHA.

The HHA includes the first block of Clarence Street and Fleet Street in order to provide a more considered transition and buffer to an otherwise ill-defined boundary to the west. The report elaborates on this in Section 11 Extent of the Area, para c).

Summary of key modifications

There has been no fundamental change to the shape or character of the key features comprising the HHA since their creation but within the HHA's overall extent there has been constant human induced modification of landform and constructed details which together have formed the significant artefact that is the HHA.

8. Comparative analysis

The proposed Devonport Historic Heritage Area is 16 hectares in area and encompasses multiple features and properties, including public land and the foreshore, cultural landscapes, buildings, structures, monuments, plantings, archaeological sites and features, traditional sites, sacred places, a townscape, streetscapes and parts of the residential settlement.

When considering the degree of significance of this area in relation to other similar areas within the locality or region, the most relevant comparisons are with other suburban commercial centres which are recognised as Special Character Areas in the AUP (OIP).

These include Kingsland, Ponsonby Road, Grey Lynn, Parnell, Mt Eden, Howick and Onehunga. Karangahape Road is also a relevant example because it is scheduled almost in its entirety as a Historic Heritage Area.

The heritage value of these areas is characterised and enhanced by the following elements:

- Landform
- Urban structure
- Period of development
- Physical integrity and intactness of the main commercial street
- Scheduled buildings
- Number and location of open spaces (scheduled and/or non-scheduled) that form an integral part of the SCA or HHA
- Influence of transport connections on the urban structure and ambiance of the area
- Landscape setting
- Coherence of the overall area

The key characteristics that elevate Devonport above other Auckland suburban commercial centres that are special character areas are the distinctiveness of its:

1. Landform and urban structure
2. Number and density of scheduled historic heritage sites and places

Landform and urban structure

Early Auckland suburban commercial centres are typically sited along prominent ridgelines. One thinks of Remuera, Ponsonby, Grey Lynn, Herne Bay, Kingsland, Birkenhead, Howick, and Karangahape Road as well. Parnell is unique in being developed down a prominent ridgeline whereas the other centres are built on level high ground.

In each of these cases, the ridgeline forms an underlying base for the alignment of the main commercial street. The concentration of buildings along the street in turn reinforces the horizontal geomorphology of the ridge when seen from a distance.

In a few cases, suburban commercial centres have been sited close to volcanic cones which have punctuated the otherwise low ground plane of the city. The maunga's vital dimensions and the city's planning relationship with it are the key determinants as to whether the maunga forms an integral part of the centre or a distinct feature of its landscape setting.

Mount Eden Village, Onehunga and Devonport are relevant examples although with the first two, it is argued the volcanic feature shares the latter condition.

Maungawhau's distinct base, its vertiginous rise, monumental size, dominant height, as well as distance from the village, all serve to define it as a discrete object which projects a very strong visual presence off the eastern side of the two-storeyed main street.

Onehunga is sited on the edge of Maungakiekie's sizeable apron, some 2.5km away from the summit. The main commercial street, Onehunga Mall, has been intentionally aligned with the maunga yet its distance and the gentleness of the ground plane belie its origins so that the maunga/main street relationship is very subtle.

Devonport is different from these centres in important respects:

- i) Takarunga has a much lower profile, especially when seen from the main street. It is in scale with the buildings whereas Maungwhau is out of all proportion to them;
- ii) Takarunga's alignment with the end of the main street means it is both visually and physically continuous with it. The maunga is positioned at the head of the town centre and acts as a bookend to the main street;
- iii) Takarunga's southern flank descends into the town centre along the line of the main street, meaning the centre absorbs some of its circumference and weight;
- iv) The maunga is more approachable from this side, easing its presence into the town centre rather than looming over the top of it;
- v) The circular geometry of the maunga and the linear axis of the main street which extends into the harbour via the old wharf, create a miniature archetypal landscape/urban structure usually associated with imperial cities or classically-derived gardens (the finest Renaissance garden, Villa Lante, is structured in a similar way, including its own version of Windsor Reserve/Marine Square);
- vi) The urban-scaled commercial buildings lining the upper block, in particular the Vic Theatre (and the former State Theatre), frame a spatial gateway to the maunga;
- vii) The smaller scale of the two houses on Kerr Street (No. 27 and 25), visible above the eastern side of the main street, graduate the slope of the maunga into the town centre and vice-versa (see Section 11a and Figure 32-34).

This intimate relationship and designed sequence is unparalleled locally, regionally or nationally.



Figure 10 From Maunga to Sea (date and source to be confirmed)

Number and density of scheduled historic heritage sites and places

Most of the suburban commercial centres which are recognised as a Special Character Area (SCA): Business in the AUP (OIP) are characterised by a high percentage of character defining and character supporting buildings along their main commercial street.

This is clearly evident on the overlay maps for Balmoral Shopping Centre, Eden Valley, Grey Lynn, Helensville Central, Kingsland, Mount Eden Village, Ponsonby Road, Upper Symonds Street, West Lynn, Onehunga and Ōtāhuhu.

Mount Eden Village SCA, for example, has c. 78% of the buildings along Mt Eden Road recognised as character defining or character supporting.

The SCA overlay for Business: Devonport is similar in that it shows 68% of the buildings along the length of the main commercial street are recognised as character forming.

In this respect, there does not appear to be much that distinguishes one business centre from another. These centres were each part of a network of suburban settlements that were built throughout the Auckland Province over a similar time frame. All adopted similar architectural responses to the local pattern of settlement and to the particular topography and location of each.

Devonport, however, is unique in that a very high number of the buildings along the main street are also scheduled as historic heritage places. To be classified as a historic heritage site or place, a building has to demonstrate a) the place has considerable or outstanding value in relation to one or more of the evaluation criteria in Policy B5.2.2 (1); and (b) the place has considerable or outstanding overall significance to the locality or greater geographic area.

In Devonport's main street, 24/38 (63%) of the total number of buildings are scheduled as historic heritage places.

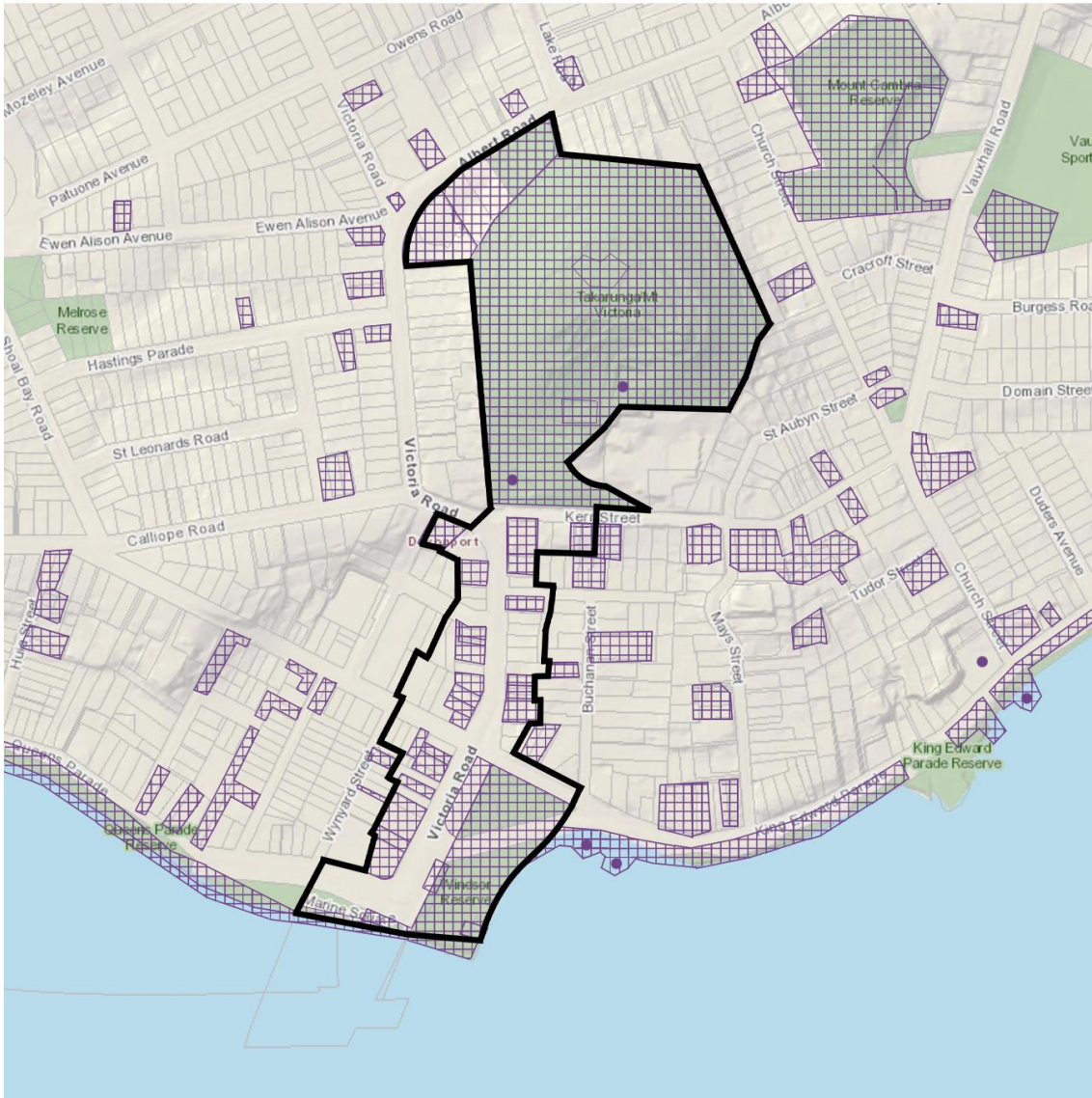


Figure 11 Scheduled historic heritage sites and places (hashed areas) in Devonport HHA and surroundings

By comparison, only 3 of the 68 buildings along Mt Eden Road which are recognised as character forming are scheduled historic heritage places. The difference in statutory weight between Devonport and Mount Eden Village is played out across all the other SCA: Business Centres. No other SCA: Business Centre has more than a very low % of scheduled HH places along the main street.

The number and density of Devonport’s scheduled historic heritage buildings along the main commercial street are unparalleled locally and regionally.

Furthermore, in addition to the scheduled historic heritage buildings, the proposed Devonport HHA contains a large number of other scheduled historic heritage sites and places (for a full list see Appendix 2).

These include:

- Takarunga Mt Victoria Reserve, as well as many individual HH sites within the reserve;
- The Naval Station Site (Windsor Reserve), as well as many individual HH sites;
- Memorials in and adjacent to Takarunga Mt Victoria Reserve and Windsor Reserve;
- A commemorative sea wall delineating the HHA boundary at Marine Square
- Takarunga Pā / Fort Victoria and the Naval Station Site are also NZAA sites;
- Takarunga Mt Victoria Reserve is an Outstanding Natural Feature (ONF) and Windsor Reserve contains a notable group of trees

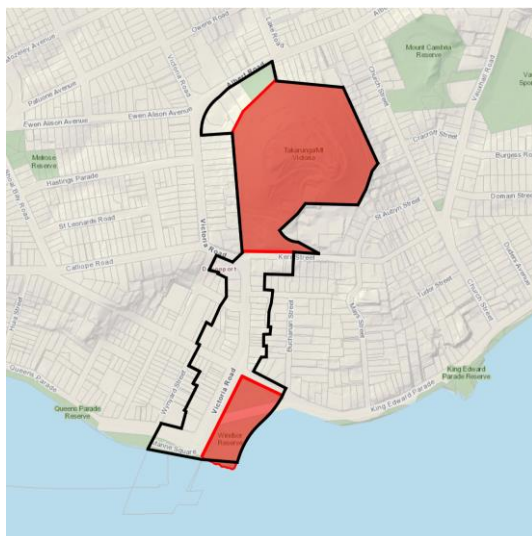


Figure 12 NZAA sites in HHA

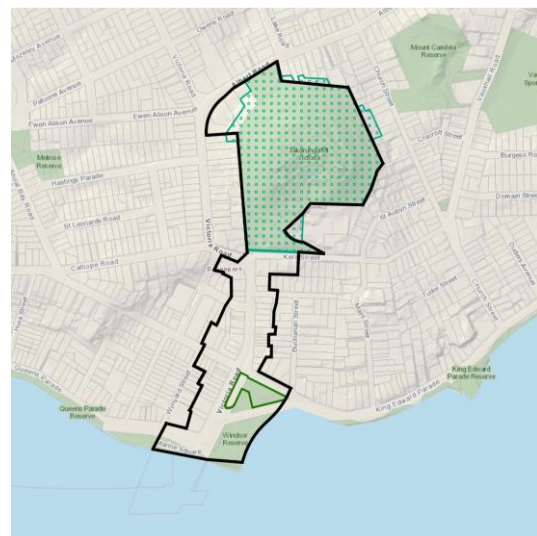


Figure 13 Outstanding Natural Feature and Notable Group of Trees in HHA

See Appendix 4 for the full suite of Devonport HHA maps

The number of scheduled historic heritage sites and places within the Devonport HHA is unmatched for a Special Character Area.

The only comparable local areas containing such a diverse collection of scheduled historic heritage sites and places, as well as a mixture of scheduled buildings and open spaces, are the Princes Street Historic Heritage Area and Karangahape Road Historic Heritage Area.

9. Significance criteria

(a) Historical

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

The Devonport Historic Heritage Area is a composite cultural and geographic place intimately associated with important local and national historic themes and activities across time.

Takarunga was long a site of pre-contact occupation and fortification, with at least 500 years of settlement here linked to the waterfront as an important landing place for some of the earliest Pacific migrations, in particular the famed ancestral canoes Arawa and Tainui, the latter of which tradition records as stranding on a sandbank adjacent to Windsor Reserve, Te Tāhuna ō Taikehu.

Overlaid on that occupation are the subsequent activities of European settlers, in particular the Naval presence on the same foreshore, site of the first European building in 1840. The land, originally gazetted as a “Government Reserve”, was formalised as a Naval Reserve in 1851 as part of the first land subdivision, and after twenty years of their exclusive use, rededicated as a public recreational space in the 1870s and renamed Windsor Reserve in 1911.

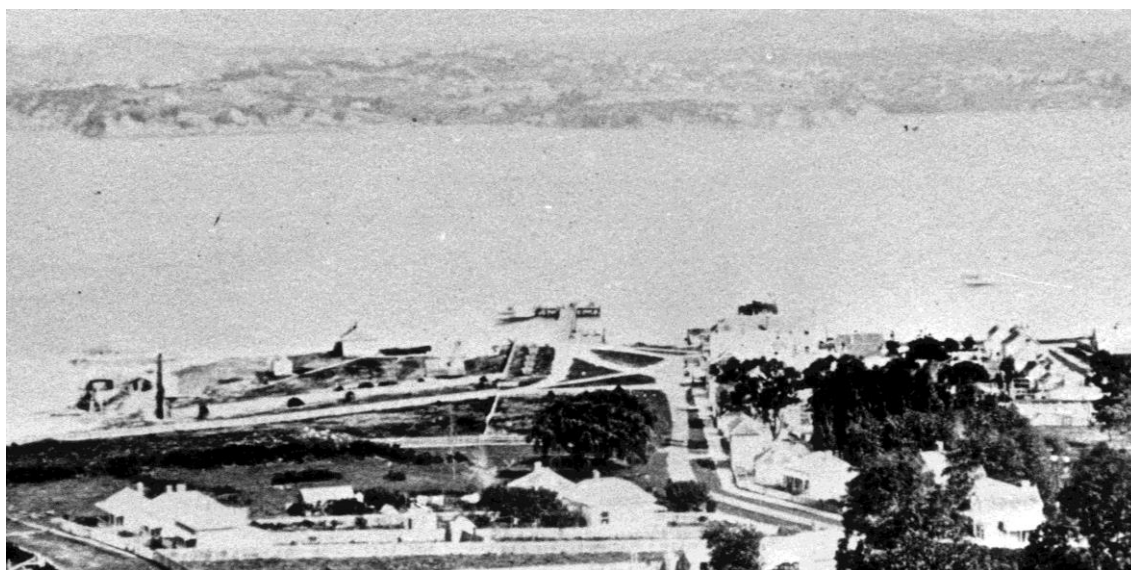


Figure 14 Central area circa 1870, showing the Naval Reserve at the foreshore – the site of present day Windsor Reserve

European settlement was itself initiated in connection with the establishment of a signal station in the 1840's on Takarunga, referred to then as Flagstaff Hill. Subsequent 19th and 20th century fortifications located on the maunga were a strategically important integral component of a national network of defensive installations created as a response to external threats to the nation as a whole.

The consolidation of the settlement into a Town Centre derives largely from its value as an early landing point on the North Shore of the Waitematā Harbour. Consequently Devonport, and Victoria Road in particular, became a principal terminus for the main transport route north from the 1860s.

The physical intactness and continued occupation of the main street as a retail, business and administrative centre for the Devonport community over a period of some 160 years is a key ingredient of the historical integrity that reinforces its importance, both locally and regionally.

Similarly, Windsor Reserve's associations with the navy, and the military in general, continue with the reserve functioning as a place for commemoration of events and a repository for both permanent and occasional memorials.

Throughout the period since the foundation of Auckland and the establishment of the settlement of Devonport, all 13 of the iwi/hapū of Ngā Mana Whenua o Tāmaki Makaurau who have an interest in Takarunga have continued their association with the maunga.

The proposed HHA is assessed as having **considerable** historical value **locally** and **regionally**.

(b) Social

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

The contemporary Devonport community exhibits high public esteem for the multitude of values associated with the proposed HHA, which remains the continued focus of many daily activities and the community life of the locality. This has been a feature of Devonport for many generations, and the population is notable for the length of occupation by many of its established members.

The legacy of buildings which define Victoria Road and give form to the town centre are themselves the containers of the embodied memories of the community, and the names on those buildings palpably evoke identities of note who contributed to the growth and development of the Town Centre.



Figure 15 Victoria Road c 1930

Victoria Road, which forms the commercial spine of the Town Centre, functions equally as a town square for notable occasions, a pattern of use dating back to the 19th century. The war memorial at the corner of Victoria Road and King Edward Parade (1924) is a notable place of assembly at times of civic commemoration, and the figure of the soldier modelled here is significant nationally as the first of a type of memorial that presented figures realistically in informal dress.



Figure 16 Official opening of the Post & Telegraph Office, 1908 (later Devonport Borough Council building)

Windsor Reserve has long been a repository for community commemorations and anniversaries and the scene of important social events: women's franchise (1893); festivities for the coronation of King Edward 7th (1902); a fountain was erected to remember Boer War deaths (1903); and an oak tree was planted in Windsor Reserve to commemorate Queen Elisabeth's coronation (1953).

Ancestral connections with Windsor Reserve, and its occupation and use by Mana Whenua over many centuries is elaborated upon in Clough & Associates' archaeological and heritage impact assessment of a proposed playground development in Windsor Reserve (2019) and Graeme Murdoch's already cited evidence in Section 6: Historical Summary (p9).

The Reserve has also been the focus of community action over time. By 1883, residents were battling the navy to beautify the Triangle, planting one hundred trees and shrubs and then building the first reading room in Auckland that soon became the borough council building. By the 1890s bathing rooms were built on the beach and the area became a popular recreation ground for locals and visitors for whom a day out in Devonport was a holiday highlight. The council defended the reserve status of the place and in 1898 refused to allow any more buildings there. Photos from the 1920s show the reserve was a popular picnic ground.

Residents showed their recognition of Devonport history when they relocated the old signal tower from Mt Victoria to the reserve. In 1965 residents led a strong campaign to defeat the council plans for a marineland here with a sound shell and aquarium and restaurant. This heralded the beginning of an assertive community prepared to fight to protect Devonport.

One hundred years after the establishment of the former Borough in 1886, a detailed social history was documented in the centennial publication "The Hundred of Devonport". This included a list of 350 names of Devonport residents who left their mark on the District: <http://www.pearlspad.net.nz/TheHundredOfDevonport.htm>

The proposed HHA has **considerable** social value **locally** and **regionally**.

(c) Mana Whenua

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

Our Historical Summary in Section 6 outlines a brief account of Mana Whenua occupation and engagement with the area over many centuries, including up to the present day.

The Tūpuna Maunga o Tāmaki Makaurau Authority has developed a Tūpuna Maunga Integrated Management Plan (“IMP”) to “set the foundations for how the Tūpuna Maunga are valued, protected, restored, enhanced, and managed in the future” (p7). The IMP states:

- “The Tūpuna Maunga are among the most significant spiritual, cultural, historical, archaeological and geological landscapes in the Auckland region. The Tūpuna Maunga are sacred to Mana Whenua as taonga tuku iho (treasures handed down the generations)” (p3);
- “The Tūpuna Maunga (ancestral mountains) of Tāmaki Makaurau are fundamental to the identity of Mana Whenua and are at the heart of Auckland’s local and international identity. Their names and landscapes invoke the memory of the ancestors and significant tribal events. These taonga tuku iho (treasures handed down the generations) anchor us as people to the land” (p3); and
- All 13 of the iwi/hapu of the Ngā Mana Whenua o Tāmaki Makaurau have an interest in Takarunga.

Whilst not forming an individual and specific assessment of Takarunga, the IMP states that all maunga, including Takarunga, have outstanding value **locally, regionally, nationally and internationally**.

The Tūpuna Maunga Authority will prepare individual Tūpuna Maunga Plans, including for Takarunga.

An assessment of the HHA’s value to Ngā Mana Whenua has not been undertaken as part of this evaluation. However, a letter written by one of the report authors, outlining Devonport Heritage’s proposal, including a draft plan illustrating the extent of the proposed HHA, was sent to Tūpuna Maunga Authority in late April, before submission of this draft report. This letter is attached as Appendix 1.

The Chair of the Authority has responded with an invitation to Devonport Heritage to discuss its proposal with the Authority.

(d) Knowledge

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

Local archaeologist Dave Veart, an authority on the prehistory and post-contact history of the Isthmus, notes that the whole of the Town Centre, and particularly its open spaces, constitute an Important Archaeology area.

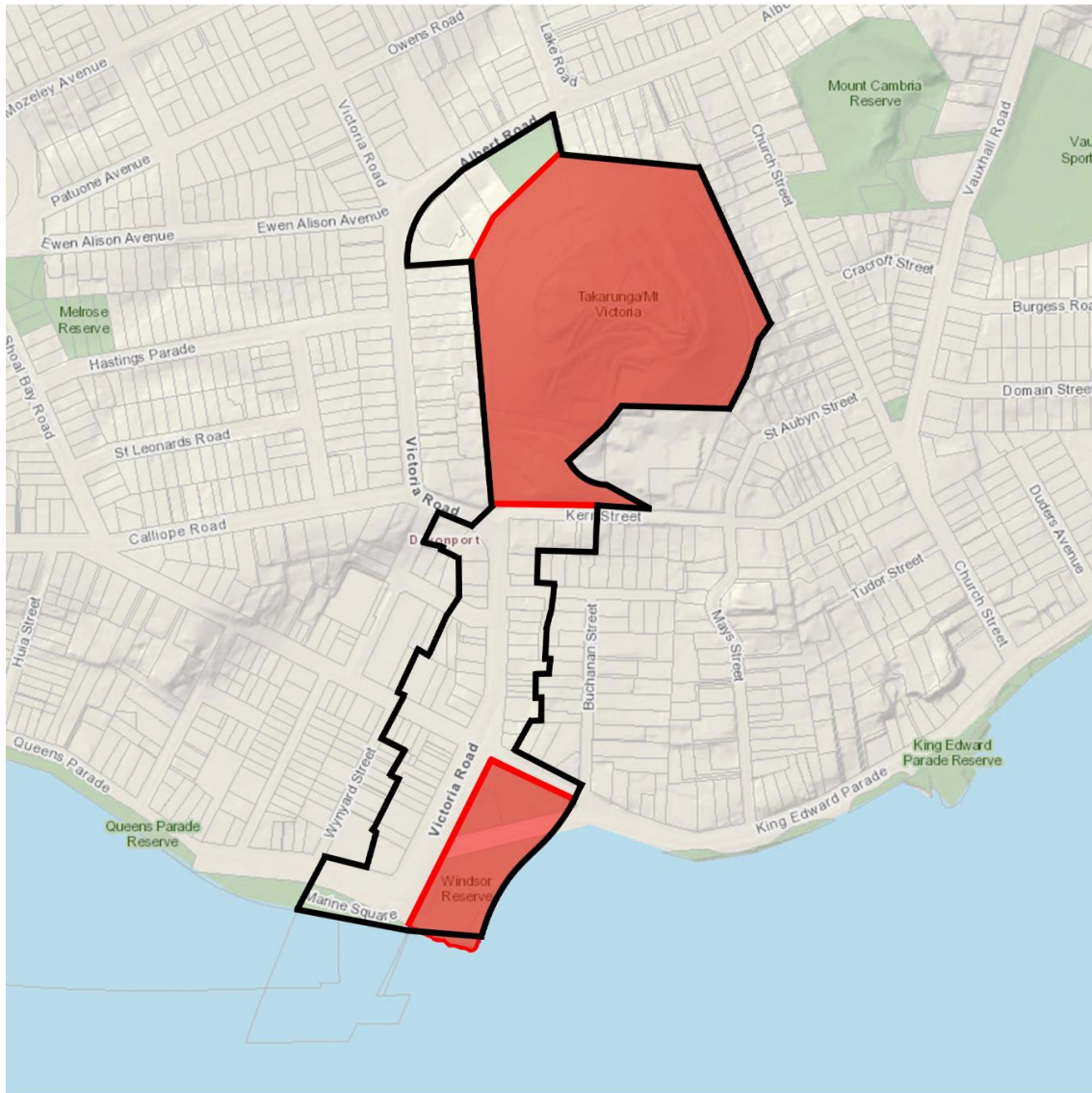


Figure 17 NZAA sites in the Devonport HHA: The Naval Station Site (Windsor Reserve) covers the lower red area and Takarunga Pā/Fort Victoria the upper red area

Windsor Reserve, Marine Square and Victoria Road are registered archaeological sites where important remnants of early Maori and European settlement have been recorded (see Appendix 1: Naval station site R11_1817, R11_1950, Windsor Reserve).

Takarunga is a complex archaeological landscape, with recorded sites from many periods of occupation and use, including a Māori Pā with terraces and storage pits; an 1880s redoubt; a C19th reservoir; the last C19th disappearing gun installed at Auckland; a shipping signal station; and the grave of Eruera Maihi Patuone, the leader and tohunga of Ngāti Hao of Hokianga, who died in 1872 (see Appendix 2: Takarunga Pā R11_109 and Fort Victoria R11_1721).

The extent of area encompassed by the Devonport HHA has **outstanding** knowledge value **locally, regionally and nationally**.

(e) Technology

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

The buildings of the Town Centre reflect a significant shift in building technique and the use of construction materials during the 1880s. The main street was declared a “brick area” by the then Borough Council in response to the fire which destroyed almost all of the original buildings in the block south of Clarence Street, save the Mays Building (5-17 Victoria Road) which had been built with brick.

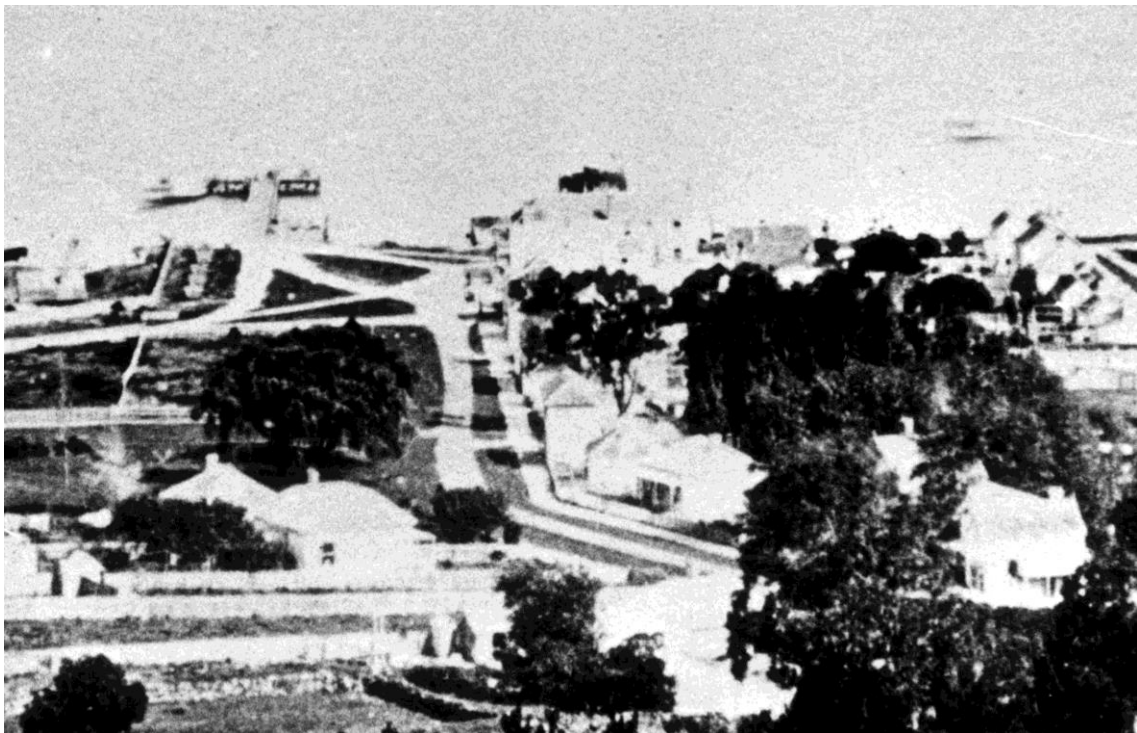


Figure 18 Detail, Central Area, ca 1880 (before the fire)

This change was echoed in a number of other New Zealand communities which suffered similar fates, and was part of early initiatives to manage the risk of fire in this country through regulation.

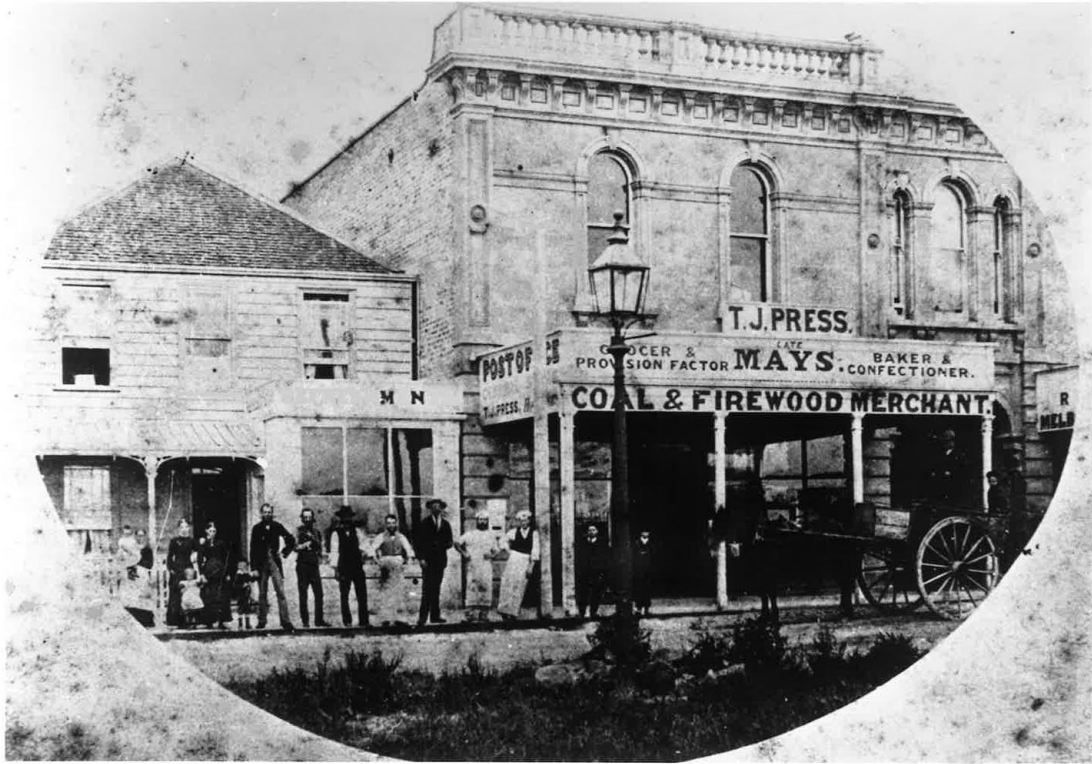


Figure 19 Oliver May's Building, 7 Victoria Road ca 1883 (before the fire)



Figure 20 Victoria Road, Looking South, ca.1900 (after the fire)

The use of brick clearly distinguishes the Town Centre from the residential areas surrounding it, which are constructed almost exclusively with timber.

Devonport HHA has **moderate** technology value **locally**.

(f) Physical attributes

The proposed Devonport Historic Heritage Area encompasses multiple properties and features, including public land, the foreshore, cultural landscapes, buildings, structures, monuments, plantings, archaeological sites, traditional sites, a sacred place, townscape, streetscape and parts of the residential settlement (ref. AUP-OIP D17.1 Historic Heritage Overlay).

This evaluation reviews the physical attributes of the primary features/elements that characterise the HHA rather than focusing solely on historic built form.

The Devonport HHA consists of three distinct and mutually supportive features/elements, comprising Takarunga Mt Victoria Reserve, the commercial area focused on Victoria Road and the coastal open spaces of Windsor Reserve and Marine Square. Beyond the foreshore and outside the HHA, but an implicit part of the whole, is the Waitematā Harbour.



Figure 21 Looking from the old wharf to the sea wall, Esplanade Hotel (LHS foreground), up the main street with Takarunga above, date c.1935

Takarunga sits at the head of this arrangement, forming the high ground, on the lower slopes of which the main street falls to the harbour. Victoria Road is the spine, along which key commercial, civic, community and religious buildings are concentrated. At the shoreline, Windsor Reserve and Marine Square open the main street to the water space of the city. This formalised sequence of features is unparalleled locally, regionally and nationally.

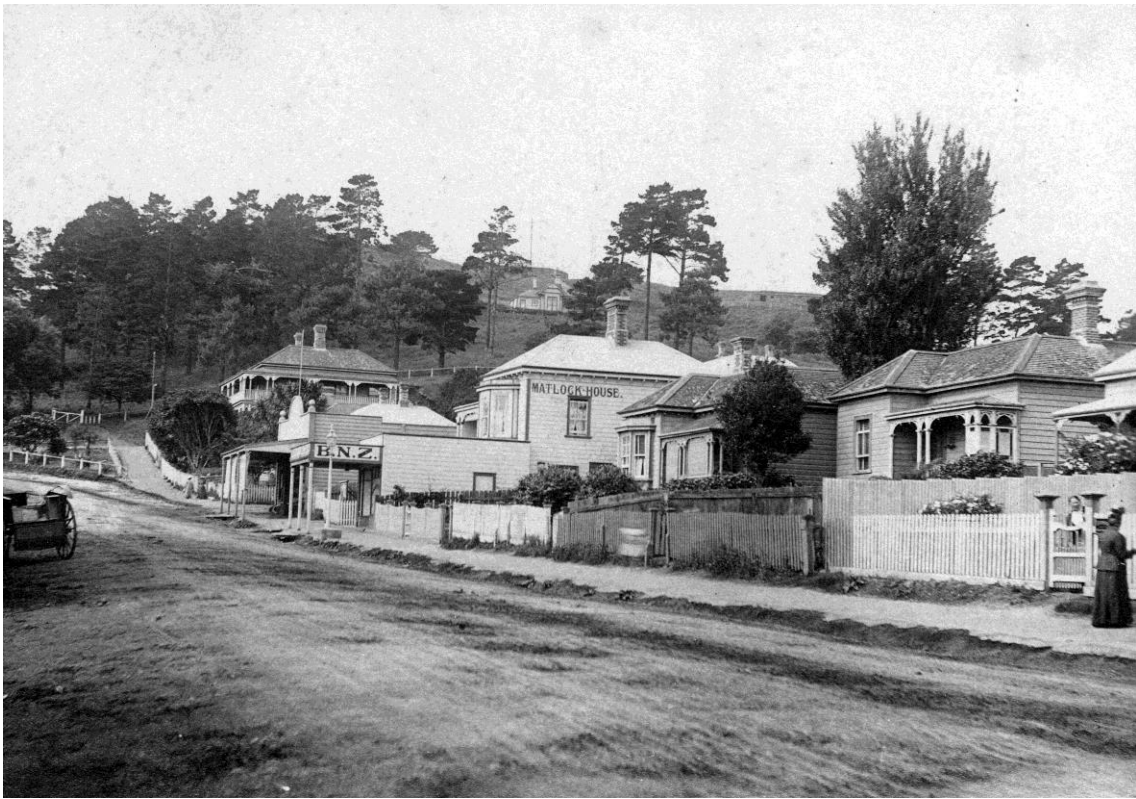


Figure 22 View from the western side of Victoria Road looking towards Mt Victoria, date ca.1913



Figure 23 View from the eastern side of Victoria Road looking towards Windsor Reserve, 2022



Figure 24 View from the corner of Victoria Road and Flagstaff Terrace (date and source to be confirmed)



Figure 25 View from the corner of Victoria Road and Flagstaff Terrace, date 2022

Although constructed over an extended period of time, covering changing ideas of building style and aesthetics, the main street is remarkably consistent in the general form, scale and proportion of its component buildings, giving the streetscape a strong sense of visual integrity and cohesion.

The extent of the built fabric of the main street is defined by two landmark buildings – the Victoria Theatre at the base of the maunga and the Esplanade Hotel at the coastal edge, around which Windsor Reserve and Marine Square provide a curtilage space.

Later additions to the building stock in more contemporary style have not diminished the robust character of the earlier buildings, while associated matters of detail in street furniture, paving and planting, and the design and location of verandahs, verandah posts and signs all contribute to a consistency of urban character.

Windsor Reserve is an integral part of the lower street and has functioned on occasions over time as a town square together with Marine Square. Auckland Council's Summary of Area Findings - Special Character Areas: Business states "This juxtaposition of contiguous built form and landscaped open space continues to be a strong contributor to the streetscape character of the area" (p7).

The Esplanade Hotel reinforces the reserves' urban character. Its prominent corner location and design, in combination with the promenade seawall running along the foreshore seawall, are modelled on English seaside resort towns (e.g. Brighton) and have served a similar social function in Devonport.

The extent of area encompassed by the proposed HHA, together with the sequence of primary elements, have **considerable** physical attributes value **locally, regionally** and **nationally**.

(g) Aesthetic

The historic heritage area is notable or distinctive for its aesthetic, visual, and landmark qualities.

The distinctive visual character of the Town Centre is substantially determined by the linear primary street, Victoria Road, and the manner in which it links two significant and strongly contrasting landscape features in Takarunga and Windsor Reserve. The consistency of the street's architectural character together with this strong axial core has generated a coherent urban landscape of great aesthetic resonance, framing significant views to the north, south and east.

These qualities are enhanced by the patina of age and use, particularly evident in the buildings flanking the street. By contrast with the earlier colonial buildings constructed using vernacular techniques and with little or no ornament, the Victorian commercial facades became more and more elaborate over time.

The distinctive character of the Commercial Area can be understood in terms of a number of architectural concerns such as scale, texture, materials and colour. Other factors of great importance include the consistent relationship of buildings to the street, the alignment of parapets and the continuity of verandah cover.



Figure 26 View looking towards the western side of the lower block of Victoria Road, date and source to be confirmed

The usual arrangement of these buildings comprises glazed shop fronts at street level, upper tier(s) incorporating windows with Italianate style surrounds, divided into bays by pilasters, a frieze, a cornice and a parapet, often with a shaped gable.



Figure 27 View looking towards the western side of the lower block of Victoria Road, date and source to be confirmed

Images of the street and its many features – particularly views of the maunga and the harbour - are widely photographed and represented in artistic works. As an urban place, the Devonport commercial centre is recognised well beyond the Auckland region for its picturesque, evocative, expressive and landmark presence.

The extent of area encompassed by the proposed HHA has **outstanding** aesthetic value **locally** and **regionally**.

(h) Context

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

Devonport Town Centre forms part of a land and seascape of outstanding character and visual quality. It is widely visible from many viewpoints around the Waitemata Harbour and is regarded, both visually and historically, as a distinctive part of wider metropolitan Auckland.

The symbiotic relationship with the maunga is a critical ingredient of the Town Centre's setting in the Auckland Isthmus, and the historical associations between maunga and harbour have critically shaped the town's response to its context.

Both Takarunga and Maungauika link Devonport with the outstanding natural and cultural heritage of volcanic cones in the wider Auckland landscape which themselves are integrally associated with human occupation before and after contact.

Originally one of three of Auckland's earliest marine suburbs, Devonport Town Centre reflects the early settlement patterns of the city. These qualities enhance the characteristics that distinguish the Town Centre as place of great historic resonance within the Auckland Isthmus and ensure that it contributes strongly to its sense of place in both the contemporary and historic city.

Takarunga - Devonport Village has **outstanding** context value **locally** and **regionally**.



Figure 28 Brett Phibbs, NZH (date and source to be confirmed)

10. Statement of significance

The historic heritage area encompasses Takarunga Mt Victoria, the commercial section of Victoria Road and Clarence Street, and Windsor Reserve and Marine Square. The HHA is the central part of a densely concentrated and substantially intact relict of human occupation stretching from the pre-contact era through 180 years of European occupancy, which has itself transitioned from rural to commercial use of the local landscape.

Devonport's location on the North Shore of the Waitemata Harbour is explained by its early connection to the former signal station located on Takarunga, and its function as the landing place for land-based travel north from Auckland City. The historical constructed response of the town centre to the native landscape and the physical and visual connections with the maunga gives the proposed HHA very great landscape significance, both within itself and in the wider land-and sea-scape.

The main street is emphatically book-marked by the maunga in the north and Windsor Reserve and Marine Square at the meeting with the harbour in the south. The sea has always been part of the town centre character because of the manner in which the main street expands into the expanse of the harbour as it approaches the Gulf. No other community in Auckland responds in this way to its natural geographical setting.

The consistency, density and quality of the surviving legacy of buildings, the coherence and attractiveness of the streetscape together with the outstanding natural feature and cultural heritage that the town centre have built upon, reinforce the very high esteem in which it is held locally, and in the eyes of visitors from within Aotearoa New Zealand and beyond.

11. Extent of the area

The historic heritage area is focused on the axial core of Devonport, which links three fundamental elements: Takarunga Mt Victoria, the commercial length of Victoria Road and Windsor Reserve/Marine Square.

The extent of the HHA (Figure 29, 30) joins the density of scheduled historic heritage sites along Victoria Road with the two significant cultural heritage landscapes strategically positioned at either end of the street, both of which are integral to its character and sense of place.

Takarunga Mt Victoria and Windsor Reserve also form their own value as touchstones for ancestral and settler origin stories for the area.



Figure 29 Devonport HHA overlaid on Auckland Council Geomap



Figure 30 Devonport HHA overlaid on Auckland Council Geomap

Incorporation into a wider HHA does not fetter the ownership rights or responsibilities of the Tūpuna Maunga o Tāmaki Makaurau Authority to undertake improvements to the maunga as envisaged by its Integrated Management Plan.

The HHA:

- (i) recognises that the footprint of the maunga in terms of its volcanic field goes beyond its legal boundaries and supports its protection and enhancement from this wider area;
- (ii) promotes and enables the community's relationship and connection with the maunga; and
- (iii) respects the visual connection and sense of place that people derive from the maunga.

The Devonport HHA includes the churches and cemeteries on the northern side of Takarunga Mt Victoria, which share the same north-south alignment as the main commercial street. Both the churches' urban scale and steeple heights signal entry to the town centre when approaching from the north. In this respect, their gateway function is similar to the Esplanade Hotel, which marks the entrance to the town centre from the harbour.

Mt Victoria Cemetery contains the graves of early settlers and local residents and is recognised as a place of Māori interest or significance for holding the grave of Eruera Maihi Patuone, the leader and tohunga of Ngāti Hao of Hokianga, who died in 1872.

In most cases, the HHA extends only one property deep along both sides of Victoria Road, which serves to capture almost all of the scheduled historic heritage buildings in the Town Centre (Figure 29, see Appendix 2 for the list).

There are some localised variations to this methodology, which relate to:

- a) The importance of a scheduled building to earlier periods of the Town Centre, when residential buildings still formed and faced the main street.

In this case, 117 Victoria Road, the notable architect Edward Bartley's residence, is located on the left hand side of Victoria Road, on its turn towards Calliope Road. However, access was originally from the commercial part of Victoria Road, not off Fleet Street as it is currently.



Figure 31 Edward Bartley House, Ca 1884. Source: Auckland Libraries Heritage Collections 4 -RIC65

Residential buildings have contributed to important views of the main street throughout the life of the town centre, and are likely to continue to do so, since views of these in the landscape are protected under the current AUP height variation controls.

In the proposed HHA, the prominent views of 27 and 25 Kerr Street from Marine Square and Victoria Road have resulted in these being included in the HHA as contributing sites/places rather than their intrinsic heritage value or views of them from Kerr Street (see photos below).

Almost all views out of the shopping area embrace residential areas so the existence of houses in the main street need not be seen as incongruous in an otherwise commercial context. Residential buildings have in fact been an authentic historical feature of the commercial area until the late 20th century.



Figure 32 View to Mt Victoria, c.1935, with 27 Kerr Street (highlighted in yellow) and 25 Kerr Street (highlighted in red)

A view from Victoria Road in 2022



Figure 33 View to Mt Victoria, 2022



Figure 34 Close up view, 2022, with 27 Kerr Street and 25 Kerr Street sitting above the commercial buildings on the eastern side of Victoria Road

b) Properties on Clarence Street and Fleet Street

The HHA extends beyond the rear property lines of the western side of Victoria Road to include all properties in the first block of Clarence Street (up to Wynyard Street) and Fleet Street (up to Devon Lane).

Although there is a marked change in the scale, style, age and quality of these buildings compared to Victoria Road, the first block of Clarence Street provides an important transition between the historic heritage buildings lining Victoria Road, and the more contemporary and less attractive urban streetscape west of Wynyard Street, which is dominated by the supermarket and its associated car park.

The first block of Clarence Street still contains two scheduled historic heritage buildings and two others which have been classified as character-defining or character-supporting buildings in the AUP (OIP) and/or Council review of Devonport Town Centre Special Character Area (December 2021).

This area of the HHA will therefore form an important buffer zone between Victoria Road and future development along Clarence Street, Wynyard Street, Fleet Street and potentially, the supermarket car park.

The proposed HHA boundary, by turning some distance into Wynyard Street and towards Devon Lane, will also encourage a balanced treatment to the future western side of the town centre.

The line of the HHA terminates at its southern end along the scheduled commemorative seawall, which delineates a natural boundary with the Waitematā Harbour.

The proposed extent of the HHA covers the full certificate of title boundaries for all properties within the HHA, including footpaths and roads. The open space contained by the lines of buildings has been included as a means to acknowledge its fundamental contribution to the streetscape character of the town centre.

The roads also reinforce the area's important relationship with the development of Auckland's transport, particularly Victoria Road's historic role in connecting the south side of the harbour to the upper North Shore. The inclusion of the footpaths and roads also ensure that verandahs are incorporated into the extent and the visual interconnection between buildings is maintained.

Exclusions

Exclusions include the Presbytery & accessory buildings on 2A Albert Road and the interiors of all buildings contained within the extent of the area, which were not inspected or assessed as part of this evaluation.

Contributing and non-contributing places, sites or features

Places, sites and features that contribute to the Devonport Historic Heritage Area (HHA), and which demonstrate the identified values of the area, have been mapped. Places, sites or features that do not contribute to the Devonport Historic Heritage Area (HHA), and which do not demonstrate the identified values of the area, have also been mapped.

See Appendix 3 for a full list, including photographs of the current situation. The documentation of these properties should be read in conjunction with the sites recorded in the North Shore City Heritage Inventory, 2009.

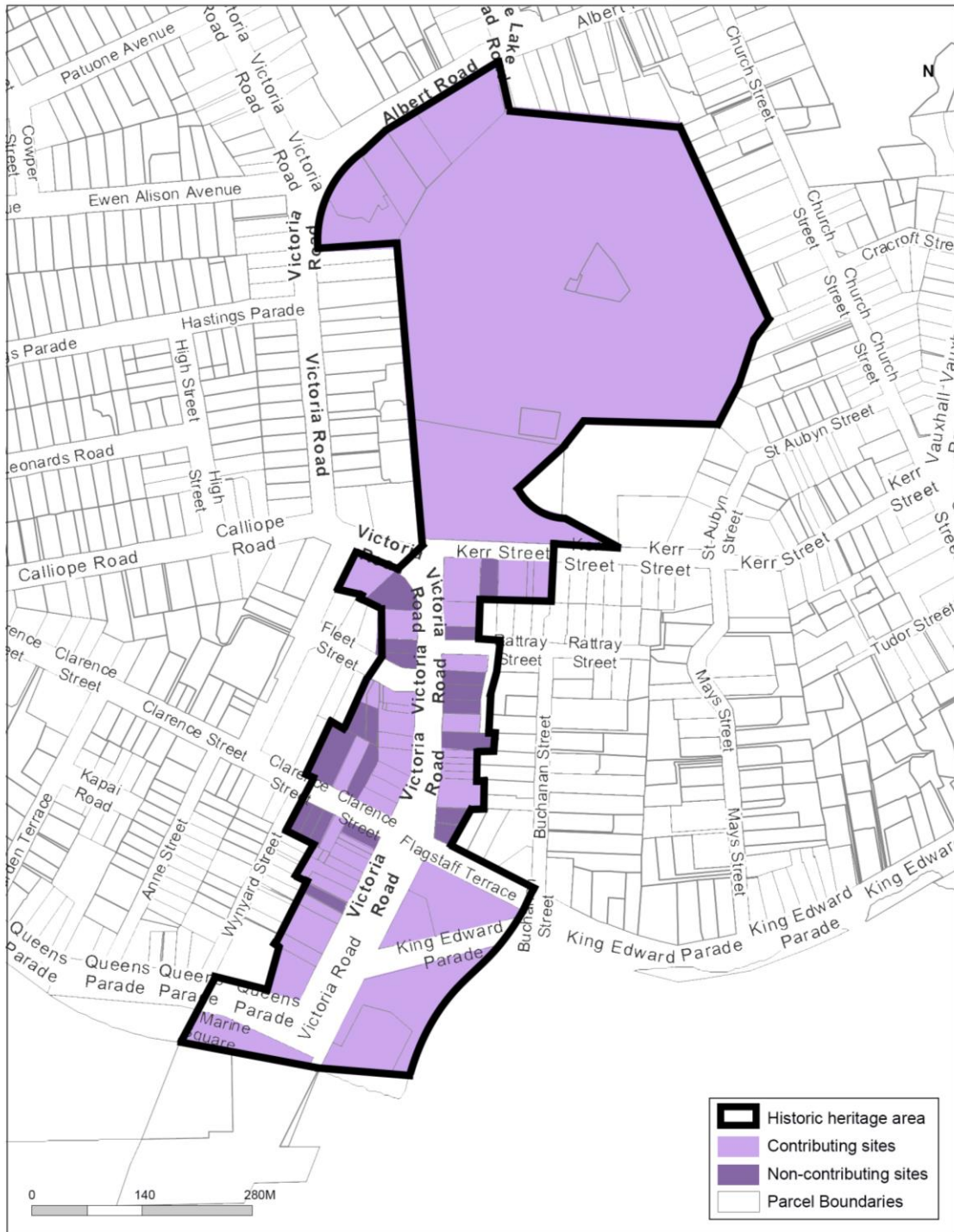


Figure 35 Contributing and non-contributing sites in Devonport HHA

12. Recommendations

The extent of area encompassed by the proposed HHA meets the threshold for eligibility as a **Historic Heritage Area**. The heritage values which meet the threshold of considerable or outstanding and their geographic context include:

- | | |
|-------------------------|--|
| (a) Historical | Local, Regional |
| (b) Social | Local, Regional |
| (c) Mana whenua | Local, Regional, National, International |
| (d) Knowledge | Local, Regional, National |
| (f) Physical attributes | Local, Regional, National |
| (g) Aesthetic | Local, Regional |
| (h) Context | Local, Regional, National |

On the basis that the HHA has been assessed as outstanding in three criteria (Mana whenua, Aesthetic and Context), we submit that the **Devonport Historic Heritage Area overall has outstanding heritage value locally, regionally and nationally.**

13. Table of historic heritage values

Significance (A-H)	Criteria	Value (Not Applicable/None, Little, Moderate, Considerable, Outstanding)	Geographic context (Not Applicable, Local, Regional, National, International)
A- Historical		Considerable	Local, Regional
B- Social		Considerable	Local, Regional
C- Mana Whenua		Outstanding	Local, Regional, National, International
D- Knowledge		Considerable	Local, Regional, National
E- Technology		Moderate	Local
F- Physical attributes		Considerable	Local, Regional, National
G- Aesthetic		Outstanding	Local, Regional
H- Context		Outstanding	Local, Regional, National

14. Overall significance

Place Name and/or Description	Devonport Historic Heritage Area Devonport HHA includes the following NZAA sites: Takarunga Pā R11_109 and Fort Victoria R11_1721 Naval station site R11_1817 R11_1950
Verified Location	See Appendix 2
Verified Legal Description	See Appendix 2
Category	
Primary Feature(s)	N/A
Heritage Values	A, B, C, D, F, G, H
Exclusions	See Appendix 2
Additional Controls for Archaeological Sites or Features	Yes
Place of Māori Interest or Significance	

15. Other recommendations

Windsor Reserve Heritage Values

We recommend additional heritage values be recognised for Windsor Reserve (Naval Station Site: R11_1817, R11_1950 Windsor Reserve, R 2 Victoria Road, Devonport) in the AUP 14.1 Schedule of Historic Heritage, under the following criteria:

- A Historical
- B Social
- G Aesthetic
- H Context

Notable Trees

We recommend that the whole of Windsor Reserve is scheduled as a site with a Notable Group of Trees.

Currently, a group of trees that consists of two Moreton Bay Figs, thirteen Canary Island Date Palms and one Holm Oak has been scheduled. This group is located in the northern triangle of Windsor Reserve.

Windsor Reserve comprises many other trees, both native and exotic, whose size, age and positive contribution to the reserve's physical attributes, aesthetic and context values warrant scheduling and protection.

This includes the 120+ year old pohutukawa tree (*Metrosideros excelsa*) which the soldier memorial stands underneath (planted prior to 1900); and the oak (*Quercus robur*) that was planted to commemorate Queen Elisabeth II's coronation in 1953.

27-29 Victoria Road (former Parson's stables)

27-29 Victoria Road (former Parson's Stables) is currently recognised as a contributing site in the AUP (OIP), however we consider that it warrants scheduling as a historic heritage place.

16. References

- Clough & Associates *Proposed Playground Redevelopment, Windsor Reserve, Devonport : Archaeological and Heritage Impact Assessment*, prepared for Auckland Council, May 2019
- Hayward, Bruce *Volcanoes of Auckland - A Field Guide*, Auckland University Press, Auckland, 2019
- Holman, Dinah *North Shore City Council Heritage Inventory*, North Shore City Council, 2009
- Murdoch, Graeme *Topic 009 – RPS Chapter B5 - ‘Addressing Issues of Significance to Mana Whenua’*, evidence on behalf of Auckland Council before the Auckland Unitary Plan Independent Hearings Panel, June 2013, including Attachment C, ‘*Māori ancestral associations with Devonport*’
- Musgrove, S (ed) *The Hundred of Devonport – A Centennial History*, Devonport Borough Council, 1986
- Salmond Architects *Devonport Commercial Area Heritage Study*, Devonport Borough Council, 1986
- Devonport Historic Register*, Devonport Borough Council, 1986
- Salmond Reed Architects and Susan Yoffe
- North Shore Heritage, Volume 2, North Shore Area Studies & Scheduled Items List, Devonport and Takapuna* (Auckland Council, 2011)

Appendices

- Appendix 1 Letter to Tūpuna Maunga o Tāmaki Makaurau Authority**
- Appendix 2 Identification of historic heritage sites in Devonport HHA**
- Appendix 3 Extent of the HHA, contributing and non-contributing sites with current photographs**
- Appendix 4 Devonport HHA Maps**

Appendix 1

Letter to Tūpuna Maunga o Tāmaki Makaurau Authority

PROJECT MEMORANDUM

TO: Paul Majurey,
Chair, Tūpuna Maunga o Tāmaki Makaurau Authority

FROM: Dave Serjeant

SUBJECT: Devonport Heritage Feedback and Submissions on Auckland Council's Response to Resource Management (Enabling Housing Supply and Other Matters) Amendment Act 2021

DATE: 26 April 2022

Kia ora Paul,

I am assisting Devonport Heritage in preparing feedback to the Council's preliminary response and, in due course, submissions to the proposed plan change detailing the Council's formal response to the Resource Management (Enabling Housing Supply and Other Matters) Amendment Act 2021 (**the Housing Supply Amendment**), due for public notification in August 2022. I am working with Jeremy Salmond, heritage architect, and Richard Reid, landscape architect and urban designer. Margot McRae is pulling together the overall response to Council's proposals for Devonport Heritage.

The purpose of this memo is to outline the key elements of the Devonport Heritage's proposed response to the Council's likely proposed changes to the Auckland Unitary Plan (**AUP**). The foremost element of our response is the promotion of a Historic Heritage Area (**HHA**) that encompasses Takarunga, the Devonport Main Street area and Windsor Reserve/Marine Square on the shoreline. Each area is recognised for its historic value already in the AUP, either in whole or in part, and we consider that this recognition would be strengthened by having all three areas within one HHA. I have reviewed the Authority's Integrated Management Plan and it appears that Devonport Heritage's proposals would be very supportive of the kaupapa expressed in that plan in terms of the relationship between the maunga and its surrounding landform and connection to the shoreline. On that basis, we would be hopeful of gaining your support for the proposals in whatever form that you consider appropriate in the plan change process.

Devonport Heritage and Heritage Protection

Devonport Heritage has for some time now been 'on the alert' to potential changes to the AUP that will weaken the heritage protections applying to the business and residential areas, and by implication the open space areas, of Devonport that it fought so hard for before the Independent Hearing Panel in the AUP process. These changes derive from the National Policy Statement – Urban Development 2020 (**NPS-UD**), which required greater building heights and density within and around neighbourhood, local and town centres such as Devonport, and more recently from the Housing Supply Amendment, which has required the Council to re-examine the various qualifying criteria that could be applied to modify the intensification requirements for Devonport.

Devonport Heritage considers that Devonport is Auckland’s foremost historic suburb, with its three maunga¹ the scene of very early Maori occupation and its European history beginning in 1827 with the arrival of Captain D’Urville on the shore. The two cones of Takarunga and Maungauika still dominate Devonport, and anchor the enduring relationship between maunga, harbour, and the built environment. This unique relationship between the geographic, historic and built heritage makes Devonport a significant cultural landscape area, which we consider is widely valued far beyond the shores of the suburb itself.

Current Heritage Protection Mechanisms

As you will be aware, the mechanisms by which natural and historic (built) heritage and special character are protected in the AUP are (with those applying to Takarunga heritage values shaded):

Natural Heritage:

Natural Features, Natural Landscapes and Natural Character Overlays; and

Regionally and Locally Significant Viewshafts and Height Sensitive Areas Overlays (and Contours).

Built Heritage:

Historic Heritage Overlay Place

Historic Heritage Overlay Extent of Place

Special Character Areas Overlay Residential and Business

Mana Whenua:

Sites and Places of Significance to Mana Whenua Overlay

Controls:

Height Variation Control

By way of further explanation:

- (i) the Regionally Significant Viewshaft and Contours have a northern orientation towards Takapuna;
- (ii) the Height Sensitive Overlay applies throughout Devonport and Cheltenham, thus limiting the built environment to 9m all around the maunga as a permitted activity;
- (iii) within the Devonport Town Centre Area, the Height Sensitive Overlay doubles as a Height Variation Control, thus being for both maunga protection and general town centre special character and amenity reasons;
- (iv) the majority of individual sites and Windsor Reserve (in addition to Takarunga) are recognised as historic heritage places; and
- (v) the Special Character Overlay extends throughout Devonport’s residential and business areas, with some limited exceptions.

¹ I am counting Takararo (Mt Cambria) here, which was largely quarried away

Auckland Council Preliminary Proposals

On 19 April 2022, Auckland Council released its preliminary response to the Housing Supply Amendment. Devonport Heritage is particularly interested in the changes to the various heritage protections and subsequent changes to zoning and development standards. Compared with other parts of Auckland that have heritage protections, we are pleased that Devonport has fared comparatively well. The lifting of the Special Character Overlay has been limited to the western section of Stanley Point, to some areas between Cheltenham and Narrow Neck and the western part of the Town Centre Zone.

Of more concern is the identification of residential areas around the Town Centre Zone that have been identified as NPS-UD Policy 3d areas for upzoning around centre zones. These areas have maintained their Single House zoning, unlike other areas so identified, which have virtually all been zoned Terrace Housing and Apartment Building Zone (**THAB**). The THAB zone has height limits in direct conflict with the Height Sensitive Area Overlay which seeks to maintain views to Takarunga. We are seeking clarification of this situation from the Council.

In any event, Devonport Heritage will be:

- (i) opposing any uplifting of the Special Character Overlay; and
- (ii) opposing the identification of Policy 3(b) areas around the town centre.

Historic Heritage Area

Devonport Heritage also proposes to be on the 'front foot' with a proposal to introduce a HHA. As noted above, this proposal is the prime reason for approaching the Authority. This is because we are proposing to include a continuous HHA from Windsor Reserve/Marine Square at the harbour end of the Victoria Road, up Victoria Road to and including Takarunga, thus creating a comprehensive HHA.

In support of this proposal I note that incorporation into a wider HHA would not fetter the existing rights of the Authority to undertake improvements to the maunga as envisaged by its Integrated Management Plan. A wider HHA also:

- (i) recognises that the footprint of the maunga in terms of its volcanic field goes beyond its legal boundaries and supports its protection and enhancement from this wider area;
- (ii) promotes and enables the community's relationship of connection with the maunga; and
- (iii) respects the visual connection and sense of place that people derive from the maunga.

In relation to this latter point, I note that from a statutory planning point of view, the existing Special Character Area description of the Devonport town centre fails to recognise the relationship with Takarunga in any way (in the same way that the AUP does for Maungawhau in its relationship with Mt Eden local centre). The HHA would address this shortcoming.

Devonport Heritage have had some preliminary discussions with the Council's heritage team and they have been supportive of the proposal. We intend to submit the HHA proposal to Council as part of our initial response.

We are happy to provide further information, would welcome discussion, and look forward to your response to this proposal.

Appendix 2 Identification of historic heritage sites in Devonport HHA

APPENDIX 2

SCHEDULED HISTORIC HERITAGE SITES WITHIN DEVONPORT VILLAGE HISTORIC HERITAGE AREA

14.1 Schedule of Historic Heritage

May 2022

A: Historical
B: Social
C: Mana Whenua
D: Knowledge
E: Technology
F: Physical attribute
G: Aesthetic
H: Context

WINDSOR RESERVE AND MARINE SQUARE											
ID	Place Name and/or Description	Verified Location	Verified Legal Description	Category	Primary Feature	Heritage Values	Extent of Place	Exclusions	Additional Rules for Archaeological Sites / Features	Place of Maori Interest or Significance	New Zealand Heritage List / Rārangī Kōrero details
02123	Commemorative sea wall	King Edward Parade and Queen's Parade, Devonport Road reserve; CMA		A	Sea wall and railing	A,B	Refer to planning maps				
01149	E.W. Alison Memorial and clock	Marine Square, R 3 Queens Parade, Devonport	LOT 1 DP 22936; road reserve	A*	Memorial; clock	A,B,G,H	Refer to planning Maps				Historic Place Category 2 No. 4513
00835	Naval station site	R11_1817, R11_1950 Windsor Reserve, R 2 Victoria Road, Devonport	Lot 1 DP 110322; Lot 2 DP110322; Lot 3 DP 110332; Pt Allot 22C SEC 2 PARISH OF Takapuna	B		D	Refer to planning maps		Yes		
01150	Hydrographic Survey Station and mast	Windsor Reserve, R 2 Victoria Road, Devonport	PT ALLOT 22C SEC 2 PARISH OF TAKAPUNA; CMA	A*	Survey Station; mast	A,H	Refer to planning maps				
01168	Nothing Happened plaque	Windsor Reserve, R 2 Victoria Road, Devonport	PT ALLOT 22C SEC 2 PARISH OF TAKAPUNA; road reserve	A*	Plaque	A,B	Refer to planning maps				
01151	World War I Memorial	Windsor Reserve, corner of Victoria Road and Flagstaff Terrace Devonport	Road reserve	A*	Memorial	A,B,H	Refer to planning maps				Historic Place Category 2 No. 4515
01152	Fountain	Windsor Reserve, corner of Victoria Road & Flagstaff Terrace Devonport	Road reserve	A*	Fountain	A,B,H	Refer to planning maps				
SCHEDULE 10: NOTABLE TREE SCHEDULE											
ID	Botanical Name	Common Name	Location/ Street Address	Locality	Legal Description	Number of Trees					
1427	<i>Ficus macrophylla</i> , <i>Phoenixcanariensis</i> , <i>Quercus ilex</i>	Moreton Bay Figs (2), Canary Island Date Palms (13), Holm Oak (1)	Victoria Road, Devonport (Windsor Reserve)	Devonport	Lot 2 DP 110322	16					

VICTORIA ROAD, CLARENCE STREET, KERR STREET

ID	Place Name and/or Description	Verified Location	Verified Legal Description	Category	Primary Feature	Heritage Values	Extent of Place	Exclusions	Additional Rules for Archaeological Sites / Features	Place of Maori Interest or Significance	New Zealand Heritage List / Rārangī Kōrero details
01120	The Esplanade Hotel	1 Victoria Road, Devonport	SEC 2 SO 473763; road reserve	A*	Hotel building	A,B,F,G,H	Refer to planning maps				Historic Place Category 1 No. 4481
01121	Devonport Post Office (former)/Council Building (former)	3 Victoria Road, Devonport	Pt Land On DP 737; road reserve	A*	Interior features: main stair; upstairs Victoria Road frontage offices; Council Chamber and public foyer; back stairs	A,B,F,G,H	Refer to planning maps				
01122	May's Building	5-15 and 19 Victoria Road, Devonport	LOT 1 DP 30140; LOT 4 DP44089; road reserve	A*	May's Building	A,B,F,G,H	Refer to planning maps	Interior of building(s)			Historic Place Category 2 No. 4510
01123	Post Office (former)	10 Victoria Road, Devonport	LOT 1 DP 152818; road reserve	A*	Post Office	A,B,F,G,H	Refer to planning maps	Interior of building(s)			
01124	Bank of New Zealand (former)	14 Victoria Road, Devonport	Allot 77 Sec 2 Parish of TAKAPUNA; Allot 78 Sec 2 Parish of TAKAPUNA; road reserve	A*	Bank	A,B,F,G,H	Refer to planning maps	Interior of building(s)			Historic Place Category 2 No. 4511
01125	Commercial building	16-18 Victoria Road, Devonport	ALLOT 76 SEC 2 PARISH OF TAKAPUNA; ALLOT 75 SEC 2 PARISH OF TAKAPUNA; road reserve	B		A,B,F,G,H	Refer to planning maps	Interior of building(s)			
01126	Commercial building	25 Victoria Road, Devonport	Lot 2 DP 87483; road reserve	B		A,B,F,G,H	Refer to planning maps	Interior of building(s)			
01127	Commercial building	33 and 37-39 Victoria Road, Devonport	Lot 1 DP 61110; LOT 2 DP 61110	B	Commercial building	A,H	Refer to planning maps	Interior of building(s)			
01128	Commercial building	38-40 Victoria Road, Devonport	Pt Lot 4 Allot 20A Sec 2 Parish of TAKAPUNA; road reserve	B		A,B,F,G,H	Refer to planning maps	Interior of building(s)			
01129	Buchanan's Building	41 and 43 Victoria Road, Devonport	PT ALLOT 22 SEC 2 PARISH OF TAKAPUNA; LOT 2 DP 56269	B	Commercial building	A,B,F,G,H	Refer to planning maps	Interior of building(s)			
01130	Johnstone & Noble Building	12 Clarence Street (also known as 49 Victoria Road), Devonport	PT ALLOT 21 SEC 2 DP20347; road reserve	B		A,B,F,G,H	Refer to planning maps	Interior of building(s)			

SCHEDULED BUILDINGS IN VICTORIA ROAD, CLARENCE STREET, KERR STREET

ID	Place Name and/or Description	Verified Location	Verified Legal Description	Category	Primary Feature	Heritage Values	Extent of Place	Exclusions	Additional Rules for Archaeological Sites / Features	Place of Maori Interest or Significance	New Zealand Heritage List / Rārangī Kōrero details
01189	Telephone Exchange (former)	5 Clarence Street, Devonport	LOT 1 DP 29558; road reserve	B		A,F,G	Refer to planning maps	Interior of building(s)			
01131	Verran's Building	53-55 Victoria Road, Devonport	Lot 2 Allot 21 Sec 2 Parish of TAKAPUNA; road reserve	B		A,B,F,G,H	Refer to planning maps	Interior of building(s)			
01132	Victoria Theatre	48-56 Victoria Road, Devonport	Pt Lot 20A Deeds T12; road reserve	A*	Victoria Theatre	A,B,F,G,H	Refer to planning maps				Historic Place Category 1 No. 7712
01133	Victoria Arcade	57-59 Victoria Road, Devonport	Lot 1 DP 97920; road reserve	B		A,B,F,G,H	Refer to planning maps	Interior of building(s)			
01134	Devonia Building	61-67 Victoria Road, Devonport	Land On DP 3720; road reserve	A*	Devonia Building	A,B,F,G,H	Refer to planning maps	Interior of building(s)			
01135	Commercial building	69-71 Victoria Road, Devonport	Lot 6 DP 4986	B		A,B,F,G,H	Refer to planning maps	Interior of building(s)			
01136	Alisons' Buildings	73-79 Victoria Road, Devonport	LOT 7 DP 1972; PT LOT 8DP 1972; road reserve	A*	Alisons' Buildings	A,B,F,G,H	Refer to planning maps	Interior of building(s)			
01137	Auckland Gas Company (former)	81 Victoria Road, Devonport	Pt Lot 8 Allot 21 Sec 2 Parish of TAKAPUNA; Pt Lot 8 DP 1972; road reserve	B		A,B,F,G,H	Refer to planning maps	Interior of building(s)			
01138	Watkins' Buildings	83-85 Victoria Road, Devonport	Pt Allot 21 Sec 2 Parish of TAKAPUNA; road reserve	B		A,B,F,G,H	Refer to planning maps	Interior of building(s)			
01140	Princess Buildings	95-103 Victoria Road, Devonport	PT ALLOT 21 DP 24905; road reserve	B		A,B,F,G,H	Refer to planning maps	Interior of building(s)			
01263	Residence	64 Victoria Road, Devonport	LOT 1 DP 88534	B		A,F	Refer to planning maps				
02715	Edward Bartley's residence (former)/ Orpheus Lodge	117 Victoria Road	PT ALLOT 21 SEC 2 PARISH OF TAKAPUNA	B	Residence	A,F,G,H	Refer to planning maps	Interior of building(s); detached garage			
01214	Residence	25 Kerr Street, Devonport	PT LOT 20A DEEDS T12; LOT 6 DP 653; LOT 5 DP 653	B		A,F	Refer to planning maps	Interior of building(s)			

TAKARUNGA MT VICTORIA

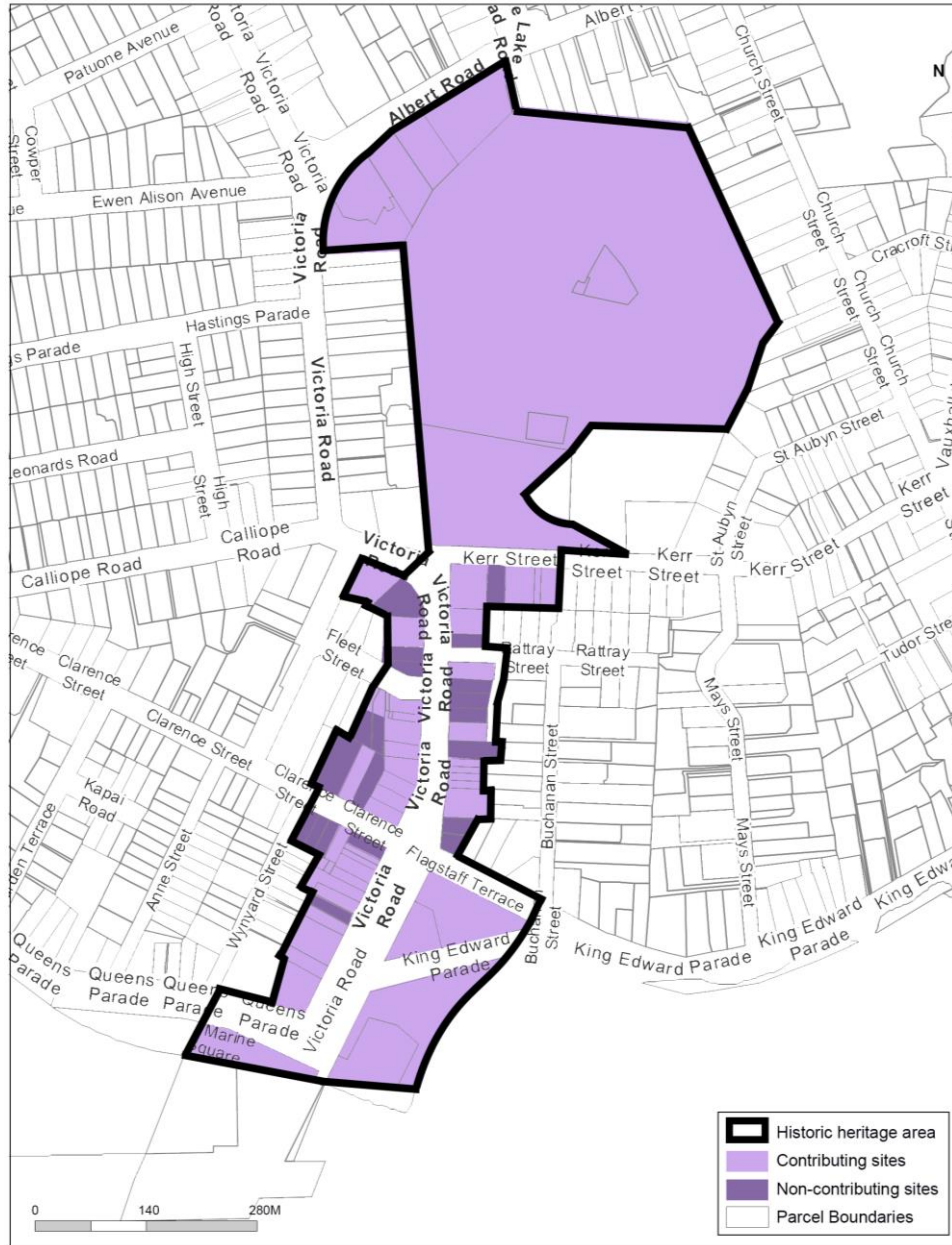
ID	Place Name and/or Description	Verified Location	Verified Legal Description	Category	Primary Feature	Heritage Values	Extent of Place	Exclusions	Additional Rules for Archaeological Sites / Features	Place of Māori Interest or Significance	New Zealand Heritage List / Rārangī Kōrero details
01159	Takarunga Pā R11_109 and Fort Victoria R11_1721	24 Kerr Street, Mount Victoria, Devonport	Pt Allot 42 Sec 2 Parish of Takapuna; PT ALLOT 46 SEC 2 PARISH OF TAKAPUNA; SEC 1 SO 454608; SEC 2 SEC 2 SO454608	A*	Fortification features and Pa	A,B,C,D,E, F, G,H	Refer to planning maps		Yes		
01148	Mount Victoria mushroom vents	Mount Victoria, Devonport	SEC 1 SO 454608	A*	Vents	A,B,D,E,G, H	Refer to planning maps				
01165	Mount Victoria Cemetery/public Graveyard R11_2818	Mount Victoria, Albert Road (also known as R 24 Kerr Street), Devonport	LOT 2 DP 24804	A*	Graves	A,B,C,D,E, F, G,H	Refer to planning maps			Yes	
01229	Signalman's house, including outbuilding	Mount Victoria, R 24 Kerr Street, Devonport	SEC 2 SEC 2 SO 454608	B		A,B,F,G,H	Refer to planning maps				
02703	Mount Victoria Camp transit housing Building (former)/ Artspace	R 24 Kerr Street, Mt Victoria, Devonport	SEC 1 SO 454608	B	Building	A,B	Refer to planning maps	Interior of building(s)			
02705	Mount Victoria Tennis Courts	Kerr Street, Mt Victoria, Devonport	Pt Allotment 42 SECT 2 PSH OF Takapuna	B	Tennis courts; Fence	A,H					
01118	St Paul's Presbyterian Church and graveyard	100A and 100B Victoria Road	LOT 1 DP 464763; LOT 2DP 464763; SEC 1 SO464762; road reserve	A*	Church; graves	A,B,D,E,G, H	Refer to planning maps				
01119	St Francis de Sales Catholic Church and graveyard	2A and 2B Albert Road	Devonport LOT 1 DP 24804; AllotM26A Sec 2 Parish of TAKAPUNA	A*	Church; graves	A,B,E,F,G,H	Refer to planning maps	Presbytery & accessory buildings on 2A Albert Road			

Appendix 3


Extent of the HHA, contributing and non-contributing sites with current photographs



Appendix 3 Extent of Historic Heritage Area, and contributing and non-contributing places



The documentation of these properties should be read in conjunction with the sites recorded in the North Shore City Heritage Inventory, 2009




MARINE SQUARE AND WINDSOR RESERVE, DEVONPORT

Place name	Address/location	Heritage recognition	Photographs	Analysis
Commemorative sea wall	King Edward Parade and Queen's Parade, Devonport Road reserve; CMA	AUP (OIP) Scheduled Historic Heritage place Category A ID: 02123 Heritage Values: A,B		Contributing site/place/feature


<p>E.W. Alison Memorial and clock</p>	<p>Marine Square, R 3 Queens Parade, Devonport</p>	<p>AUP (OIP) Scheduled Historic Heritage place</p> <p>Category A*</p> <p>ID: 01149</p> <p>Heritage Values: A,B,G,H</p> <p>Historic Place Category 2 No. 4513</p>		<p>Contributing site/place/feature</p>
<p>Naval station site</p>	<p>Windsor Reserve, R 2 Victoria Road, Devonport</p>	<p>AUP (OIP) Scheduled Historic Heritage place</p> <p>Category B</p> <p>ID: 00835</p> <p>Heritage Values: D</p> <p>NZAA: R11_1817 R11_1950</p>		<p>Contributing site/place/feature</p>



<p>Hydrographic Survey Station and mast</p>	<p>Windsor Reserve, R 2 Victoria Road, Devonport</p>	<p>AUP (OIP) Scheduled Historic Heritage place</p> <p>Category A*</p> <p>ID: 01150</p> <p>Heritage Values: A,H</p>		<p>Contributing site/place/feature</p>
<p>Nothing Happened plaque</p>	<p>Windsor Reserve, R 2 Victoria Road, Devonport</p>	<p>AUP (OIP) Scheduled Historic Heritage place</p> <p>Category A*</p> <p>ID: 01168</p> <p>Heritage Values: A,B</p>		<p>Contributing site/place/feature</p>


<p>World War I Memorial</p>	<p>Windsor Reserve, corner of Victoria Road and Flagstaff Terrace Devonport</p>	<p>AUP (OIP) Scheduled Historic Heritage place Category A* ID: 01151 Heritage Values: A,B,H Historic Place Category 2 No. 4515</p>		<p>Contributing site/place/feature</p>
<p>Fountain</p>	<p>Windsor Reserve, corner of Victoria Road & Flagstaff Terrace Devonport</p>	<p>AUP (OIP) Scheduled Historic Heritage place Category A* ID: 01152 Heritage Values: A,B,H</p>		<p>Contributing site/place/feature</p>

<p><i>Ficus macrophylla</i>, <i>Phoenix canariensis</i>, <i>Quercus ilex</i></p> <p>Moreton Bay Figs (2), Canary Island Date Palms (13), Holm Oak (1)</p>	<p>Windsor Reserve, Victoria Road, Devonport</p>	<p>AUP (OIP) Schedule of Notable Trees</p> <p>ID: 1427</p>		<p>Contributing site/place/feature</p>
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WESTERN SIDE OF VICTORIA ROAD (SOUTH OF CLARENCE STREET)

Place name	Address/location	Heritage recognition	Photographs	Analysis
The Esplanade Hotel	1 Victoria Road, Devonport	AUP (OIP) Scheduled Historic Heritage place Category A* ID: 01120 Heritage Values: A,B,F,G,H Historic Place Category 1 No. 4481		<p>Contributing place</p> <p><u>AUP (OIP) Special Character Area Map 15.1.6.3</u>: 1 Victoria Road is identified as a site with a character defining building</p>


<p>Devonport Post Office (former) /Council Building (former)</p>	<p>3 Victoria Road, Devonport</p>	<p>AUP (OIP) Scheduled Historic Heritage place</p> <p>Category A*</p> <p>ID: 01121</p> <p>Heritage Values: A,B,F,G,H</p>		<p>Contributing site/place/feature</p> <p><u>AUP (OIP) Special Character Area Map 15.1.6.3: 3 Victoria Road</u> is identified as a site with a character defining building</p>
<p>May's Building</p>	<p>5-15 and 19 Victoria Road, Devonport</p>	<p>AUP (OIP) Scheduled Historic Heritage place</p> <p>Category A*</p> <p>ID: 01122</p> <p>Heritage Values: A,B,F,G,H</p> <p>Historic Place Category 2 No. 4510</p>		<p>Contributing site/place/feature</p> <p><u>AUP (OIP) Special Character Area Map 15.1.6.3: 5-15 and 19 Victoria Road</u> are identified as sites with a character defining building</p>

<p>Commercial building</p>	<p>21 Victoria Road, Devonport</p>	<p>N/A</p>		<p>Non-contributing site/place/feature</p> <p>No heritage values.</p> <p>Replaced the demolished ASB</p>
<p>Commercial building</p>	<p>25 Victoria Road, Devonport</p>	<p>AUP (OIP) Scheduled Historic Heritage place</p> <p>Category B</p> <p>ID: 01126</p> <p>Heritage values: A,B,F,G,H</p>		<p>Contributing site/place/feature</p> <p><u>AUP (OIP) Special Character Area</u> <u>Map 15.1.6.3: 25 Victoria Road</u> is identified as a site with a character defining building</p>



<p>Commercial building</p>	<p>27-29 Victoria Road, Devonport</p>	<p>N/A</p>		<p>Contributing site/place/feature</p> <p><u>AUP (OIP) Special Character Area Map 15.1.6.3: 27-29 Victoria Road is identified as a site with a character supporting building</u></p>
<p>Commercial building</p>	<p>33 and 37-39 Victoria Road, Devonport</p>	<p>AUP (OIP) Scheduled Historic Heritage place</p> <p>Category B</p> <p>ID: 01127</p> <p>Heritage values: A, H</p>		<p>Contributing site/place/feature</p> <p><u>AUP (OIP) Special Character Area Map 15.1.6.3: 33 and 37-39 Victoria Road are identified as sites with a character defining building</u></p>

<p>Buchanan's Building</p>	<p>41 and 43 Victoria Road, Devonport</p>	<p>AUP (OIP) Scheduled Historic Heritage place</p> <p>Category B</p> <p>ID: 01129</p> <p>Heritage values: A,B,F,G,H</p>		<p>Contributing site/place/feature</p> <p>AUP (OIP) Special Character Area Map 15.1.6.3: 41 and 43 Victoria Road are identified as sites with a character defining building</p>
<p>Commercial building</p>	<p>45 Victoria Road, Devonport</p>	<p>N/A</p>		<p>Non-contributing site/place/feature</p> <p>No heritage values.</p>

CLARENCE AND FLEET STREET


Place name	Address/location	Heritage recognition	Photographs	Analysis
Telephone Exchange (former)	5 Clarence Street, Devonport	AUP (OIP) Scheduled Historic Heritage place Category A* ID: 01189 Heritage Values: A,F,G		<p>Contributing site/place/feature</p> <p><u>AUP (OIP) Special Character Area Map 15.1.6.3: 5 Clarence Street is identified as a site with a character defining building</u></p>



<p>Commercial building/car park</p>	<p>7-11 Clarence Street, Devonport</p>	<p>N/A</p>		<p>Non-contributing site/place/feature</p> <p>No heritage values</p>
<p>Commercial building</p>	<p>12B Clarence Street, Devonport</p>	<p>N/A</p>		<p>Contributing site/place/feature</p> <p><u>AUP (OIP) Special Character Area Map 15.1.6.3</u>: 12 Clarence Street is identified as a site with a character defining building</p> <p>In Council's December 2021 survey of Special Character Area: Business (Devonport) 12 Clarence Street is reassessed as a character supporting building. The survey states the site contains "Interwar shops from period of significance, on same site as character defining building"</p>

Melville's	12D Clarence Street, Devonport	N/A		<p>Non-contributing site/place/feature</p> <p>No heritage values</p>
Melville's	14 Clarence Street, Devonport	N/A		<p>Contributing site/place/feature</p> <p><u>AUP (OIP) Special Character Area Map 15.1.6.3</u>: 14 Clarence Street is identified as a site with a character supporting building</p> <p>In Council's December 2021 survey of Special Character Area: Business (Devonport) 14 Clarence Street is reassessed as a character defining building. The survey states the site contains "Shop from period of significance with largely intact shopfronts that makes a greater than moderate contribution"</p>


<p>Commercial building</p>	<p>18 Clarence Street, Devonport</p>	<p>N/A</p>		<p>Non-contributing site/place/feature</p> <p>No heritage values</p>
<p>Commercial building</p>	<p>1 Fleet Street, Devonport</p>	<p>N/A</p>		<p>Contributing site/place/feature</p> <p><u>AUP (OIP) Special Character Area Map 15.1.6.3</u>: 1 Fleet Street is identified as a site with a character supporting building</p> <p>In Council's December 2021 survey of Special Character Area: Business (Devonport) 1 Fleet Street is reassessed as a character supporting building in front and a non-contributing building to the rear. The survey states the site contains "Rear of street-facing building from post period of significance, on same site as character supporting building"</p>


WESTERN SIDE OF VICTORIA ROAD (NORTH OF CLARENCE STREET)



Place name	Address/location	Heritage recognition	Photographs	Analysis
Johnstone & Noble Building	12 Clarence Street (also known as 49 Victoria Road), Devonport	AUP (OIP) Scheduled Historic Heritage place Category B ID: 01130 Heritage Values: A,B,F,G,H		<p>Contributing place</p> <p><u>AUP (OIP) Special Character Area Map 15.1.6.3: 12 Clarence Street (also known as 49 Victoria Road) is identified as a site with a character defining building</u></p>

<p>Verran's Building</p>	<p>53-55 Victoria Road, Devonport</p>	<p>AUP (OIP) Scheduled Historic Heritage place</p> <p>Category B</p> <p>ID: 01131</p> <p>Heritage Values: A,B,F,G,H</p>		<p>Contributing site/place/feature</p> <p><u>AUP (OIP) Special Character Area</u> <u>Map 15.1.6.3</u>: 53-55 Victoria Road is identified as a site with a character defining building</p>
<p>Victoria Arcade</p>	<p>57-59 Victoria Road, Devonport</p>	<p>AUP (OIP) Scheduled Historic Heritage place</p> <p>Category B</p> <p>ID: 01133</p> <p>Heritage Values: A,B,F,G,H</p>		<p>Contributing site/place/feature</p> <p><u>AUP (OIP) Special Character Area</u> <u>Map 15.1.6.3</u>: 57-59 Victoria Road is identified as a site with a character defining building</p>


<p>Devonia Building</p>	<p>61-67 Victoria Road, Devonport</p>	<p>AUP (OIP) Scheduled Historic Heritage place</p> <p>Category A*</p> <p>ID: 01134</p> <p>Heritage Values: A,B,F,G,H</p>		<p>Contributing site/place/feature</p> <p><u>AUP (OIP) Special Character Area Map 15.1.6.3</u>: 61-67 Victoria Road is identified as a site with a character defining building</p>
<p>Commercial building</p>	<p>69-71 Victoria Road, Devonport</p>	<p>AUP (OIP) Scheduled Historic Heritage place</p> <p>Category B</p> <p>ID: 01135</p> <p>Heritage Values: A,B,F,G,H</p>		<p>Contributing site/place/feature</p> <p><u>AUP (OIP) Special Character Area Map 15.1.6.3</u>: 69-71 Victoria Road is identified as a site with a character defining building</p>

<p>Alisons' Buildings</p>	<p>73-79 Victoria Road, Devonport</p>	<p>AUP (OIP) Scheduled Historic Heritage place</p> <p>Category A*</p> <p>ID: 01136</p> <p>Heritage Values: A,B,F,G,H</p>		<p>Contributing site/place/feature</p> <p><u>AUP (OIP) Special Character Area Map 15.1.6.3: 73-79 Victoria Road is identified as a site with a character defining building</u></p>
<p>Auckland Gas Company (former)</p>	<p>81 Victoria Road, Devonport</p>	<p>AUP (OIP) Scheduled Historic Heritage place</p> <p>Category B</p> <p>ID: 01137</p> <p>Heritage Values: A,B,F,G,H</p>		<p>Contributing site/place/feature</p> <p><u>AUP (OIP) Special Character Area Map 15.1.6.3: 81 Victoria Road is identified as a site with a character defining building</u></p>

<p>Watkins' Buildings</p>	<p>83-85 Victoria Road, Devonport</p>	<p>AUP (OIP) Scheduled Historic Heritage place</p> <p>Category B</p> <p>ID: 01138</p> <p>Heritage Values: A,B,F,G,H</p>		<p>Contributing site/place/feature</p> <p><u>AUP (OIP) Special Character Area</u> <u>Map 15.1.6.3: 83-85 Victoria Road</u> is identified as a site with a character defining building</p>
<p>Commercial building</p>	<p>87-91 Victoria Road, Devonport</p>	<p>N/A</p>		<p>Non-contributing site/place/feature</p>



<p>Commercial building</p>	<p>93 Victoria Road, Devonport</p>	<p>N/A</p>		<p>Non-contributing site/place/feature</p>
<p>Princess Buildings</p>	<p>95-103 Victoria Road, Devonport</p>	<p>AUP (OIP) Scheduled Historic Heritage place Category B ID: 01140 Heritage Values: A,B,F,G,H</p>		<p>Contributing site/place/feature</p> <p><u>AUP (OIP) Special Character Area</u> <u>Map 15.1.6.3: 95-103 Victoria Road is identified as sites with character defining buildings</u></p>

<p>Commercial building</p>	<p>105 Victoria Road, Devonport</p>	<p>N/A</p>		<p>Non-contributing site/place/feature</p>
<p>Edward Bartley's residence (former)/ Orpheus Lodge</p>	<p>117 Victoria Road</p>	<p>AUP (OIP) Scheduled Historic Heritage place Category B ID: 02715 Heritage Values: A,F,G,H</p>		<p>Contributing site/place/feature</p> <p>117 Victoria Road is outside the AUP (OIP) Town Centre Zone and the Business Area defined in the AUP (OIP) Special Character Area Map 15.1.6.3. The property is sited in the Residential – Single House Zone</p>



EASTERN SIDE OF VICTORIA ROAD (NORTH OF WINDSOR RESERVE)				
Place name	Address/location	Heritage recognition	Photographs	Analysis
Commercial building	6-8 Victoria Road, Devonport	N/A		<p>Non-contributing site/place/feature</p> <p>No heritage values</p>



<p>Post Office (former)</p>	<p>10 Victoria Road, Devonport</p>	<p>AUP (OIP) Scheduled Historic Heritage place</p> <p>Category A*</p> <p>ID: 01123</p> <p>Heritage Values: A,B,F,G,H</p>		<p>Contributing site/place/feature</p> <p>AUP (OIP) Special Character Area Map 15.1.6.3: 10 Victoria Road is identified as a site with a character defining building</p>
<p>Bank of New Zealand (former)</p>	<p>14 Victoria Road, Devonport</p>	<p>AUP (OIP) Scheduled Historic Heritage place</p> <p>Category A*</p> <p>ID: 01124</p> <p>Heritage Values: A,B,F,G,H</p> <p>Historic Place Category 2 No. 4511</p>		<p>Contributing site/place/feature</p> <p>AUP (OIP) Special Character Area Map 15.1.6.3: 14 Victoria Road is identified as a site with a character defining building</p>



<p>Commercial building</p>	<p>16-18 Victoria Road, Devonport</p>	<p>AUP (OIP) Scheduled Historic Heritage place</p> <p>Category B</p> <p>ID: 01125</p> <p>Heritage Values: A,B,F,G,H</p>		<p>Contributing site/place/feature</p> <p><u>AUP (OIP) Special Character Area</u> Map 15.1.6.3: 16-18 Victoria Road is identified as a site with a character defining building</p>
<p>Commercial building</p>	<p>20-22 Victoria Road, Devonport</p>	<p>N/A</p>		<p>Non-contributing site/place/feature</p> <p>No heritage values</p>


<p>Commercial building</p>	<p>24 Victoria Road, Devonport</p>	<p>N/A</p>		<p>Contributing site/place/feature</p> <p>24 Victoria Road is now identified as a site with a character supporting building in Council's December 2021 survey of Special Character Area: Business (Devonport). The survey states the site contains a "Residential building (villa) from period of significance that supports the character of the area".</p>
<p>Commercial building</p>	<p>28 Victoria Road, Devonport</p>	<p>N/A</p>		<p>Non-contributing site/place/feature</p> <p>No heritage values</p>

<p>Commercial building</p>	<p>30 Victoria Road, Devonport</p>	<p>N/A</p>		<p>Non-contributing site/place/feature</p> <p>No heritage values</p>
<p>Commercial building</p>	<p>36 Victoria Road, Devonport</p>	<p>N/A</p>		<p>Non-contributing site/place/feature</p> <p>No heritage values</p>


<p>Commercial building</p>	<p>38-40 Victoria Road, Devonport</p>	<p>AUP (OIP) Scheduled Historic Heritage place</p> <p>Category B</p> <p>ID: 01128</p> <p>Heritage Values: A,B,F,G,H</p>		<p>Contributing site/place/feature</p> <p><u>AUP (OIP) Special Character Area</u> Map 15.1.6.3: 38-40 Victoria Road is identified as a site with a character defining building</p>
<p>Commercial building</p>	<p>46 Victoria Road, Devonport</p>	<p>N/A</p>		<p>Non-contributing site/place/feature</p> <p>No heritage values</p>



<p>Victoria Theatre</p>	<p>48-56 Victoria Road, Devonport</p>	<p>AUP (OIP) Scheduled Historic Heritage place</p> <p>Category A*</p> <p>ID: 01132</p> <p>Heritage Values: A,B,F,G,H</p> <p>Historic Place Category 1 No. 7712</p>		<p>Contributing site/place/feature</p> <p><u>AUP (OIP) Special Character Area Map 15.1.6.3: 48-56 Victoria Road</u> is identified as a site with a character defining building</p>
<p>Residence</p>	<p>64 Victoria Road, Devonport</p>	<p>AUP (OIP) Scheduled Historic Heritage place</p> <p>Category B</p> <p>ID: 01263</p> <p>Heritage Values: A,F</p>		<p>Contributing site/place/feature</p> <p>64 Victoria Road is outside the AUP (OIP) Town Centre Zone and the Business Area defined in the AUP (OIP) Special Character Area Map 15.1.6.3. The property is sited in the Residential – Single House Zone</p>

Residence	29 Kerr Street, Devonport	N/A		<p>Non-contributing site/place/feature</p> <p>29 Kerr Street is outside the AUP (OIP) Town Centre Zone and the Business Area defined in the AUP (OIP) Special Character Area Map 15.1.6.3. The property is sited in the Residential – Single House Zone</p>
Residence	27 Kerr Street, Devonport (View of the house from Marine Square and Victoria Road. The house is at the top left hand side of the frame)	N/A		<p>Contributing site/place/feature</p> <p>27 Kerr Street is outside the AUP (OIP) Town Centre Zone and the Business Area defined in the AUP (OIP) Special Character Area Map 15.1.6.3. The property is sited in the Residential – Single House Zone</p> <p>The house has historically formed an important component of the view of the main street from Marine Square and Victoria Road and will likely continue to do so under the AUP (OIP) and new plan change</p>

<p>Residence</p>	<p>25 Kerr Street, Devonport</p> <p>(View of the house from Marine Square and Victoria Road. The house is at the top right hand side of the frame)</p>	<p>AUP (OIP) Scheduled Historic Heritage place</p> <p>Category B</p> <p>ID: 01214</p> <p>Heritage Values: A,F</p>		<p>Contributing site/place/feature</p> <p>25 Kerr Street is outside the AUP (OIP) Town Centre Zone and the Business Area defined in the AUP (OIP) Special Character Area Map 15.1.6.3. The property is sited in the Residential – Single House Zone</p> <p>The house has historically formed an important component of the view of the main street from Marine Square and Victoria Road and will likely continue to do so under the AUP (OIP) and new plan change</p>
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TAKARUNGA MT VICTORIA

Place name	Address/location	Heritage recognition	Photographs	Analysis
Takarunga Pā and Fort Victoria	24 Kerr Street, Mount Victoria, Devonport	AUP (OIP) Scheduled Historic Heritage place Category A* ID: 01159 Heritage Values: A,B,C,D,E,F,G,H NZAA: R11_109 NZAA: R11_1721		Contributing site/place/feature

<p>Mount Victoria mushroom vents</p>	<p>Mount Victoria, Devonport</p>	<p>AUP (OIP) Scheduled Historic Heritage place</p> <p>Category A*</p> <p>ID: 01148</p> <p>Heritage Values: A,B,D,E,G,H</p>		<p>Contributing site/place/feature</p>
<p>Signalman's house, including outbuilding</p>	<p>Mount Victoria, R 24 Kerr Street, Devonport</p>	<p>AUP (OIP) Scheduled Historic Heritage place</p> <p>Category B</p> <p>ID: 01229</p> <p>Heritage Values: A,B,F,G,H</p>		<p>Contributing site/place/feature</p>

<p>Mount Victoria Camp transit Housing Building (former)/Art- space</p>	<p>R 24 Kerr Street, Mt Victoria, Devonport</p>	<p>AUP (OIP) Scheduled Historic Heritage place</p> <p>Category B</p> <p>ID: 02703</p> <p>Heritage Values: A,B</p>		<p>Contributing site/place/feature</p>
<p>Mount Victoria Tennis Courts</p>	<p>Kerr Street, Mt Victoria, Devonport</p>	<p>AUP (OIP) Scheduled Historic Heritage place</p> <p>Category B</p> <p>ID: 02705</p> <p>Heritage Values: A,H</p>		<p>Contributing site/place/feature</p>

<p>St Paul's Presbyterian Church and graveyard</p>	<p>100A and 100B Victoria Road</p>	<p>AUP (OIP) Scheduled Historic Heritage place</p> <p>Category A*</p> <p>ID: 01118</p> <p>Heritage Values: A,B,D,E,G,H</p>		<p>Contributing site/place/feature</p>
<p>St Francis de Sales Catholic Church and graveyard</p>	<p>2A and 2B Albert Road</p>	<p>AUP (OIP) Scheduled Historic Heritage place</p> <p>Category A*</p> <p>ID: 01119</p> <p>Heritage Values: A,B,E,F,G,H</p>		<p>Contributing site/place/feature</p>

<p>Mount Victoria Cemetery/public graveyard</p>	<p>Mount Victoria, Albert Road (also known as R 24 Kerr Street), Devonport</p>	<p>AUP (OIP) Scheduled Historic Heritage place Category A* ID: 01165 Heritage Values: A,B,C,D,E,F,G,H</p>		<p>Contributing site/place/feature</p>
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Appendix 4 Devonport HHA Maps

DEVONPORT HERITAGE

APPENDIX 4

DEVONPORT HISTORIC HERITAGE AREA MAPS

MAY 2022



FIGURE 1 PROPOSED DEVONPORT HISTORIC HERITAGE AREA BOUNDARY OVERLAID ON AERIAL PHOTO



FIGURE 2 PROPOSED DEVONPORT HISTORIC HERITAGE AREA BOUNDARY OVERLAID ON AUCKLAND COUNCIL GEOMAP

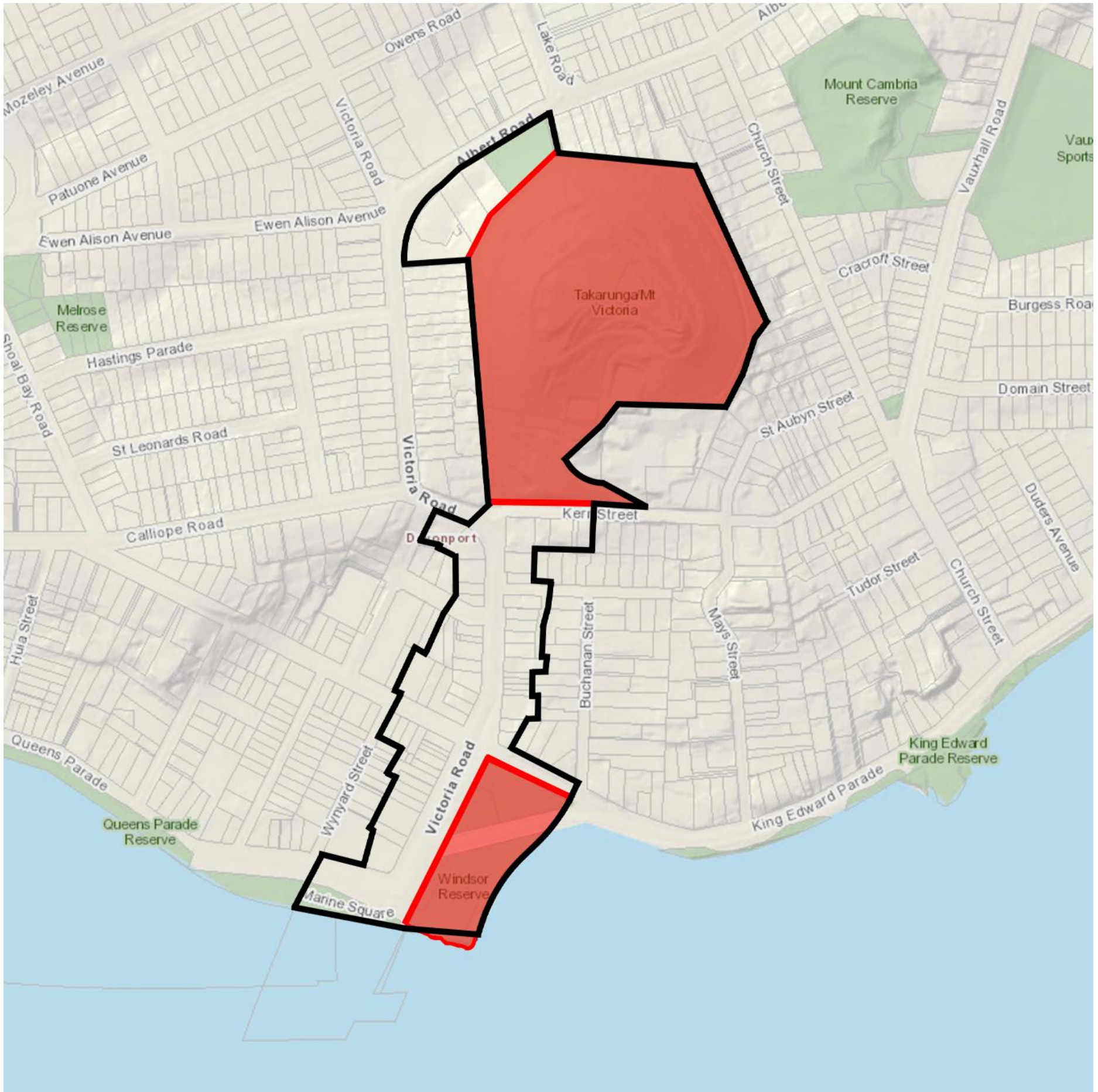


FIGURE 3 NZAA SITES MAPPED IN PROPOSED DEVONPORT HISTORIC HERITAGE AREA BOUNDARY

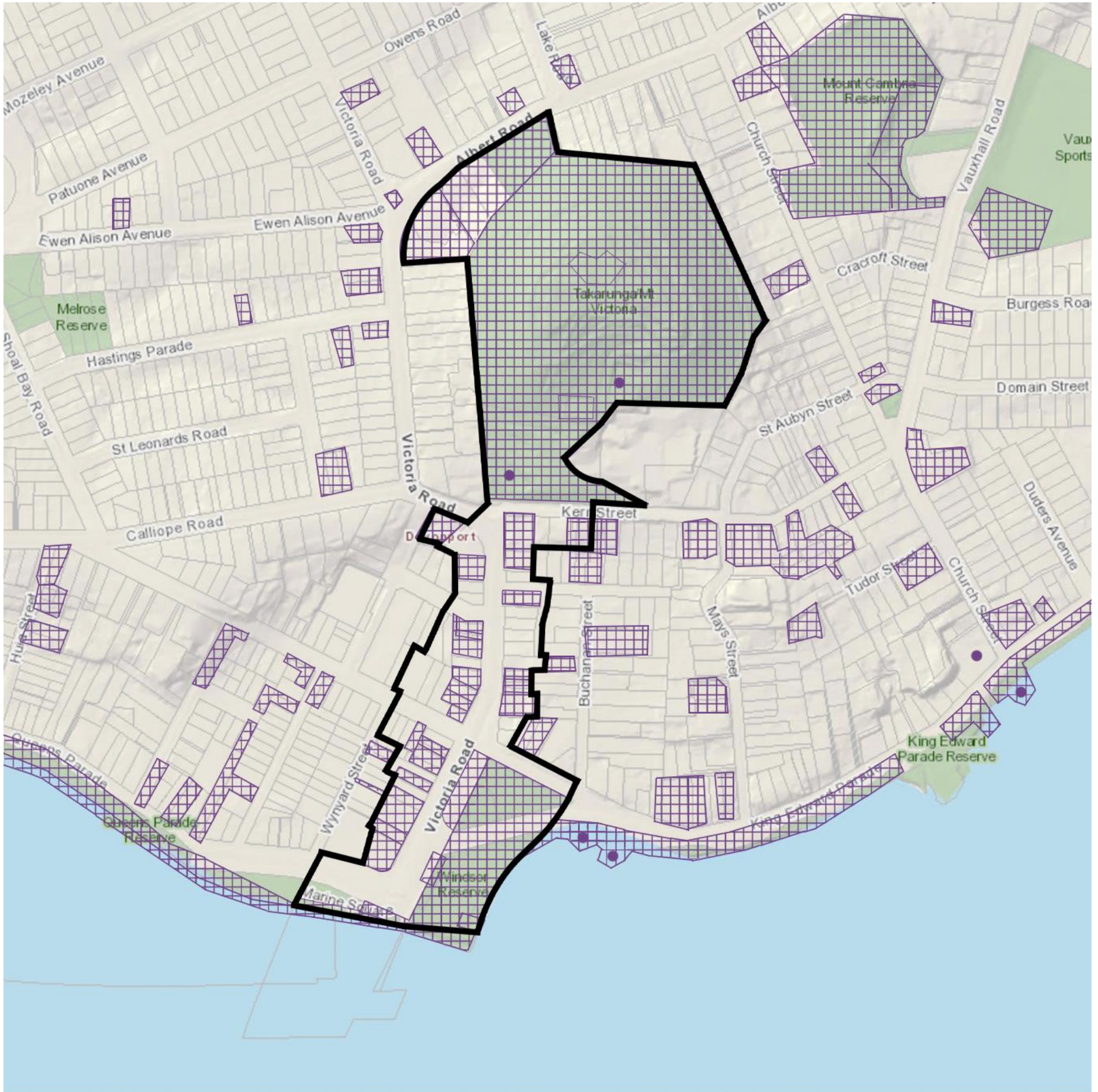


FIGURE 4 SCHEDULED HISTORIC HERITAGE SITES WITHIN PROPOSED DEVONPORT HISTORIC HERITAGE AREA

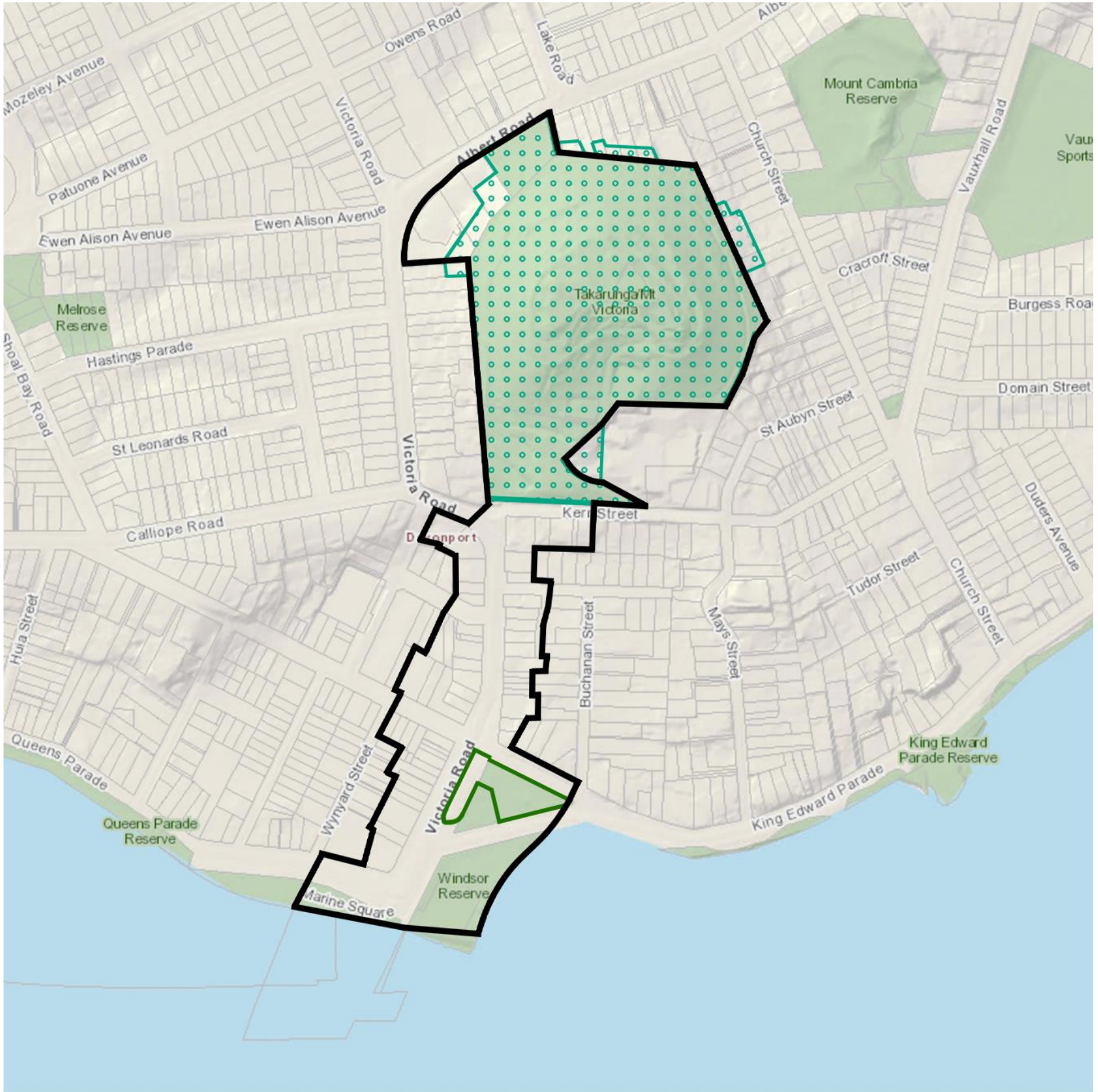


FIGURE 5 OUTSTANDING NATURAL FEATURE AND NOTABLE GROUP OF TREES WITHIN PROPOSED DEVONPORT HISTORIC HERITAGE AREA

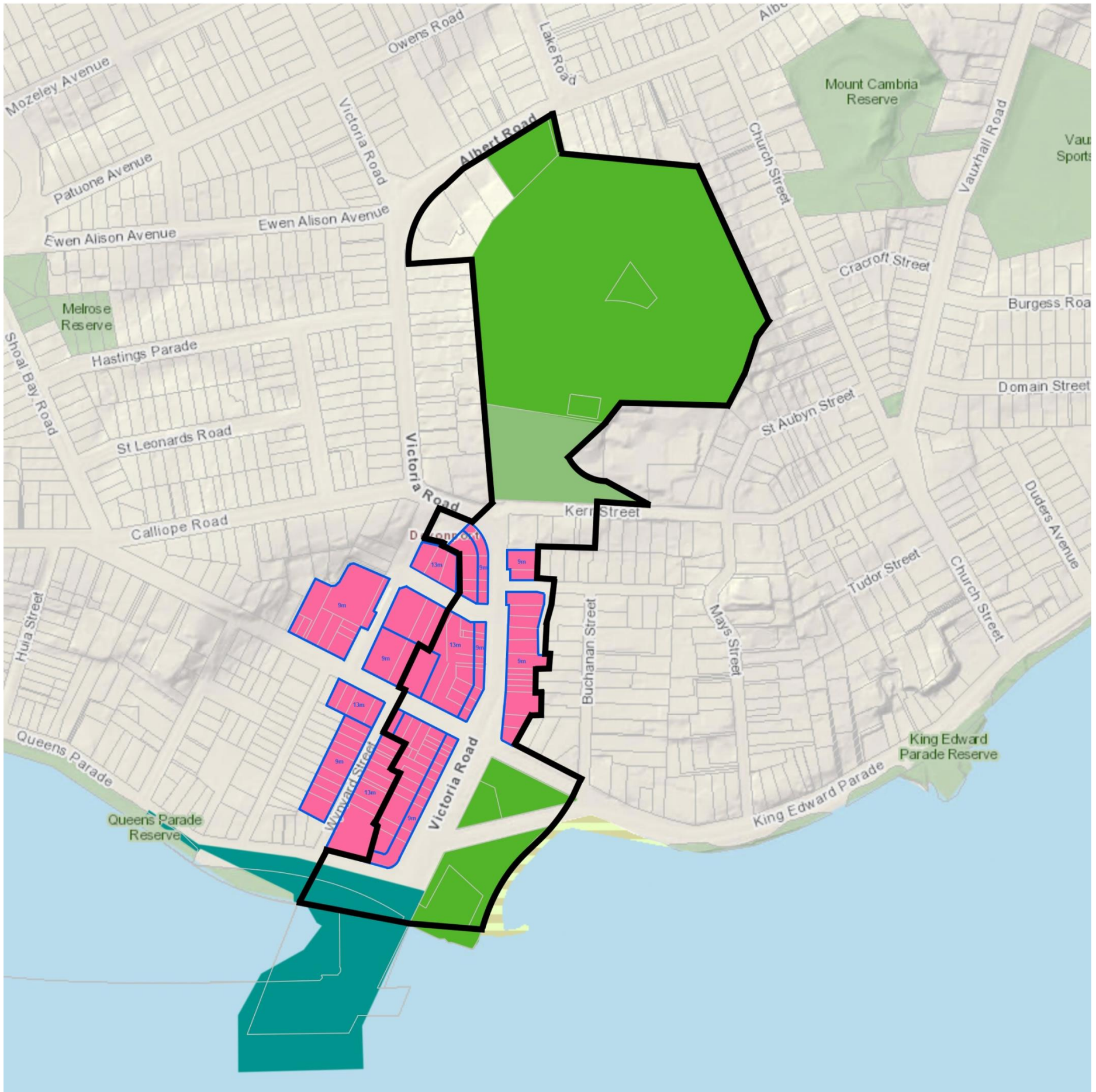


FIGURE 6 DEVONPORT TOWN CENTRE ZONE IN RELATION TO PROPOSED DEVONPORT HISTORIC HERITAGE AREA

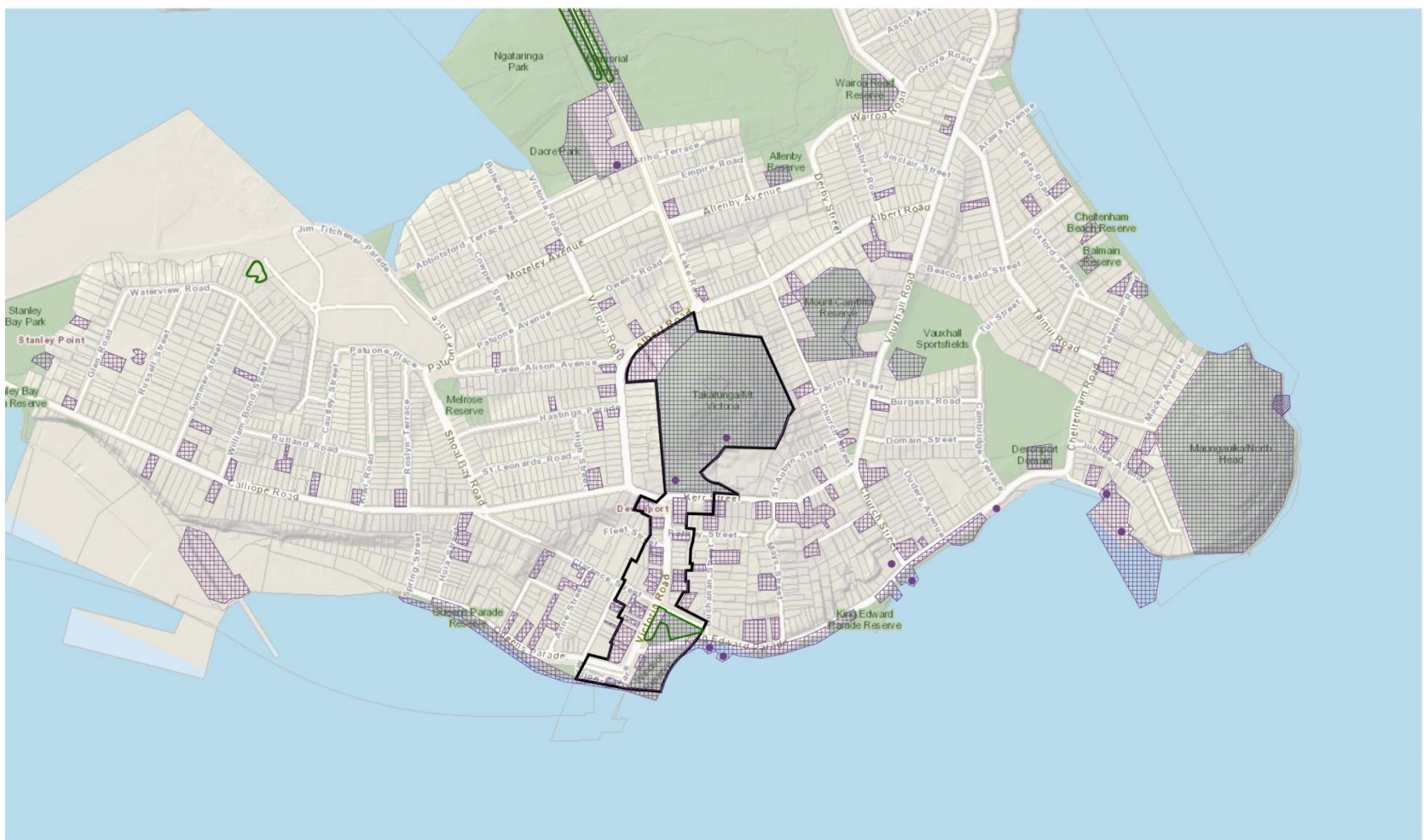


FIGURE 7 PROPOSED DEVONPORT HISTORIC HERITAGE AREA IN THE WIDER CONTEXT (GEOMAP)



FIGURE 8 PROPOSED DEVONPORT HISTORIC HERITAGE AREA IN THE WIDER CONTEXT (AERIAL PHOTO)