

Historic Heritage Evaluation

Devonport Historic Heritage Area

Victoria Road, Windsor Reserve and Marine Square

September 2022



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

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Cover image: The Esplanade Hotel and Mays' Building 1890s and 2022

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1. 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 Plan Change 78 detailing the Council's formal response to the Resource Management (Enabling Housing Supply and Other Matters) Amendment Act 2021, publicly notified in August 2022.

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

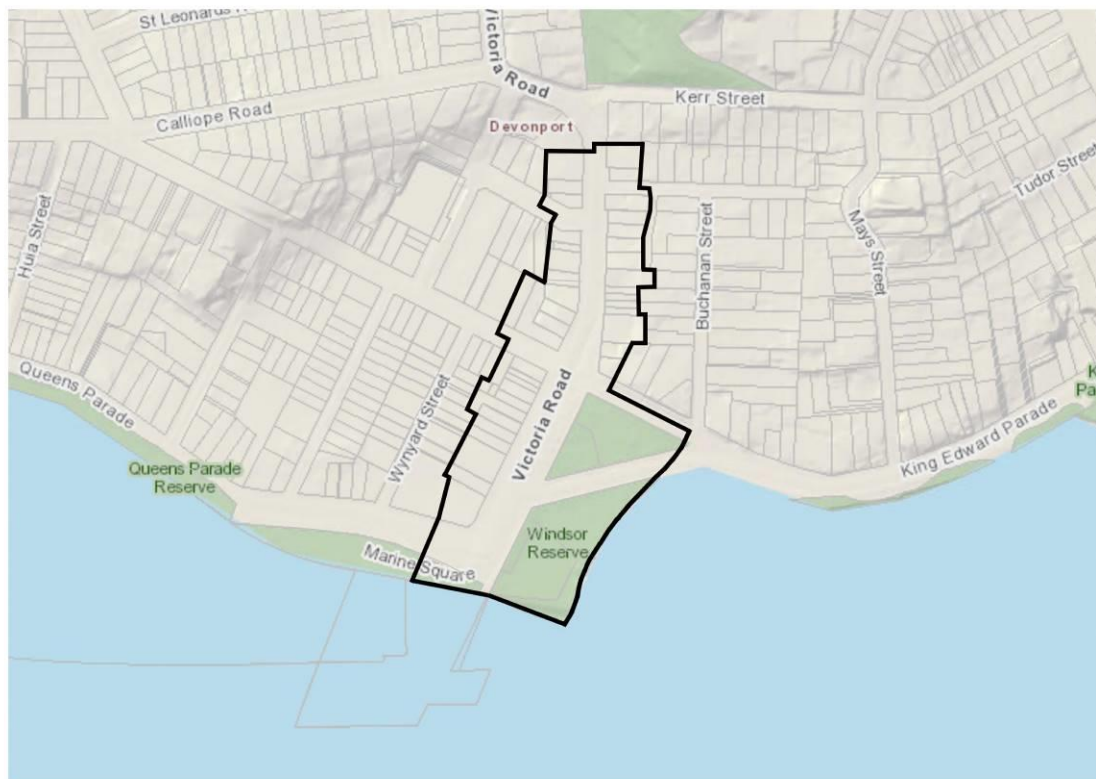


Figure 1 Proposed Devonport Historic Heritage Area

The proposed Devonport HHA is 5.133 hectares in area and encompasses multiple features and properties, including public land and the foreshore, cultural landscapes, buildings, structures, monuments, plantings, archaeological sites, a townscape and streetscapes. It sits at the centre of a wider business area surrounded by historic residential settlement.

While not part of the HHA itself, Takarunga / Mount Victoria sits at the head of this HHA, 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 and a group of notable trees.

An individual analysis of the heritage significance of each of the 41 buildings and features included in the HHA has been carried out and supports this conclusion.

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

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

2. 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 Jackie Gillies, heritage architect (retired), 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 Salmond Reed Architects and Richard Reid. All photos of buildings and streetscapes taken in 2022 are by Jackie Gillies.

This document has been prepared to support a submission by Devonport Heritage (2017 Inc) to Auckland Council under PC 78 to recognise the significant heritage status of the Devonport Town Centre area, as described below, by classifying the identified area as a HHA.

3. Identification

<p>Site address(es) and/or location</p>	<p>Victoria Road, Devonport, from the road reserve on Queens Parade and Windsor Reserve to the north boundary of the Victoria Theatre at 56 Victoria Road and part of Clarence Street. The HHA extends to the rear legal boundaries of all sections.</p>
<p>Legal description(s) and Record of Title identifier(s), Deeds register and/or Gazette notice information</p>	<p>See Appendix 3</p>
<p>NZTM grid reference</p>	<p>NZTM:E1760305,N5922391</p>
<p>New Zealand Heritage List / Rārangī Kōrero details</p>	<p>See Appendix 1</p>
<p>Archaeological site (Heritage New Zealand Pouhere Taonga Act [HNZPTA] 2014, Section 6)</p>	<p>The place is the site of human activity before 1900 with both recorded and unrecorded values. See also Appendix 2.</p>
<p>Cultural Heritage Inventory (CHI) reference(s)</p>	<p>20 out the 41 buildings and features that make up the study area are included in the CHI of the AUP and in the Historic Heritage Overlay and 6 are on the HNZ List. All of the area is currently included in the Special Character Area Overlay in the AUP. See also Figure >></p>
<p>New Zealand Archaeological Association (NZAA) site record number(s)</p>	<p>See Appendix 2.</p>

4. Scope

This 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 an advocate for heritage restoration.

This report evaluates Devonport Heritage's proposal for a Devonport Historic Heritage Area which encompasses multiple features, properties (including public land and the foreshore), buildings, structures, monuments, plantings, archaeological sites and features, traditional sites, townscape and streetscape.

This report is submitted as part of Devonport Heritage's submission to Auckland Council's Plan Change 78 which is a response to the National Policy Statement on Urban Development (NPS-UD) and Medium Density Residential Standards (MDRS). It has also been submitted to Plan Change 82 Schedule 14.1 Amendments to Historic Heritage.

A draft report was prepared in May and presented to Council which responded with detailed feedback. This final report includes Devonport Heritage's response to this feedback.

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. An Inventory of subject buildings and features has been included (Appendix 1) which includes brief assessments of all properties included in the proposed HHA and which is also based on the AUP Guidelines for Assessment of Significance.

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

5. Historical summary

The geographical and topographical features of Devonport that derive from pre-history – the volcanic cones, the beaches and inlets of the Waitematā Harbour and its peninsula form - still dominate the suburb and have been the key drivers of the uses and form that later development took. This includes both the long association and utilisation by different Māori tribes since their arrival and then later by colonial settlement.

Māori ancestral associations with Devonport

Traditional sources and archaeological research records that Māori occupation extends back to the arrival of the canoes of the first migration. The canoe of Tainui stranded on a sandbank at present-day Torpedo Bay before continuing on the Manukau Harbour.

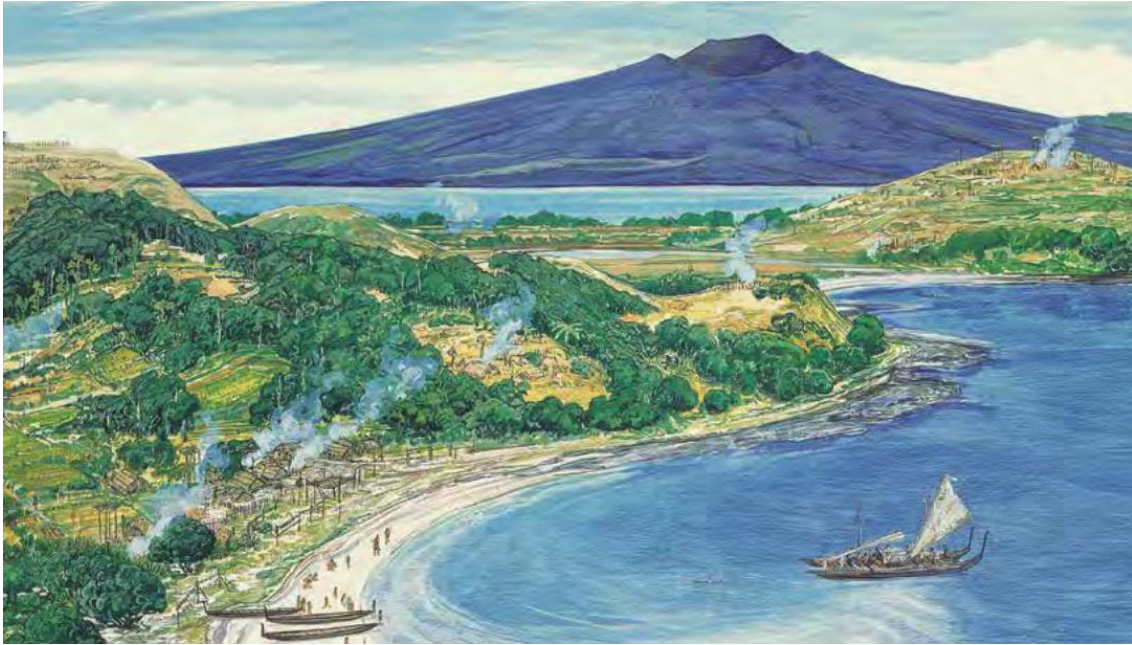


Figure 2 C. Gaskin painting commissioned by the ARC 2001

“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.”(Graeme Murdoch).

Some crew members remained and settled on the land and became known as Ngāti Tai. Many later Māori tribes came and went from the peninsula, fishing, growing crops and building the fortified pa, including Ngāti Paoa and Ngāti Whatua.

By the mid 19th century, Māori use of the land had dwindled and it was sold to the Crown in 1841. Ngapuhi warrior chief Patuone remained in Devonport and became a well-known and respected member of the community until his death in 1872. He is buried in the Anglican Cemetery on the slopes of Takarunga / Mount Victoria.

European history

In 1827 the French explorer Dumont D’Urville visited the Waitematā Harbour and is believed to have climbed to the top of Takarunga / Mount Victoria.

The first European building on the Devonport foreshore was a powder magazine built in 1840 on the sandspit that is now Windsor Reserve. The following year Captain Snow was employed as signal master on the top of Takarunga / Mt Victoria, and he and his family were the first permanent residents of Devonport.

By the time of the first police census in 1842 Snow had been joined by Thomas Duder and William Brown as residents of the suburb. Devonport grew with the arrival of the first shipbuilders, farmers, churchmen, teachers, and shopkeepers, and a fledgling community emerged.

The actual subdivision of Devonport into suburban farms occurred in 1850 and main roads, although on paper only, were formed. Victoria Road was surveyed at this stage.

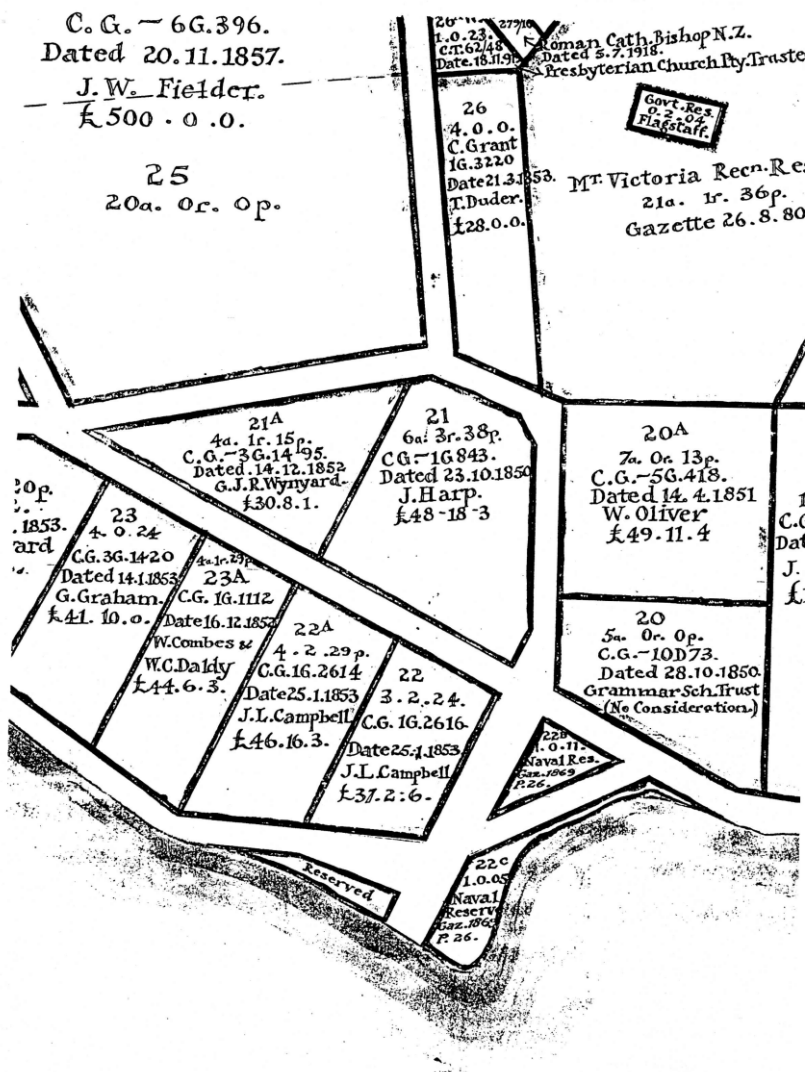


Figure 3. Crown Grants in the Devonport Area.

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.

In 1864 Holmes Bros built the Flagstaff Hotel and wharf at the bottom of Victoria Road, and applied to run a cutter service. Their vessel, Enterprise, began the first scheduled ferry service in 1865.

The initial growth of Devonport saw intense rivalry between two “ends”, one at Victoria Road and the other further along the waterfront at Church Street with Duder’s Wharf. But after an intense period of rivalry the Holmes Brothers’ ferry service from Victoria Wharf at the bottom of Victoria Road won out.

Victoria Road developed as the commercial centre and link north. Businesses connected to the ferry transport and the main link north were established and flourished.

Devonport grew in the 1880s due to the arrival of the military and the construction of defence works on Maungauika / North Head, coupled with the efficient and reliable ferry service of the newly formed Devonport Steam Ferry Company in 1885.

The location of the Borough 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 springing point 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.

Early photographs witness the importance of transport service industries and trades in Victoria Road. W. Parsons and Sons livery and Bait Stables (also known as Peterson’s Stables) were a feature of many street scenes recorded in Victoria Road.



Figure 4 Parson’s Bait & Livery Stables

Many of these early businesses were based on the transport trade and to service visitors moving north. Lanes' tearooms in lower Victoria Road drew much of its trade from the travelling public.



Figure 5 Lane's Tea Rooms in Mays' Building c1890

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.

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 Municipal Offices and the Post Office.



Figure 6 Devonport Post & Telegraph Office, 1908

With the formation of the Borough of Devonport in 1886 the first purpose-built Council Chambers occupied the former Naval Reserve Land (now Windsor Reserve) on the site now occupied by the library.



Figure 7 Devonport Municipal Chambers

In the 1930s the Municipal Buildings were destroyed by fire and new premises were sought. The Post Office was looking to relocate and construct a new modern Post Office building and the Council took over the existing 1908 building. It was completely remodelled both inside and out, with all of the Edwardian detailing removed and the façade redesigned in a Moderne style.



Figure 8 Devonport Post Office being remodelled for the new Borough Council Chambers 1939

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 and ANZAC Day 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.

The original commercial area was concentrated on the western side of Marine Square and Victoria Road and stretched north from the wharf to Clarence Street. The buildings were originally of wooden construction, with shops below and dwellings above.

In February 1888, a large portion of the block was destroyed by fire and the sole building to survive was the two-storey brick block erected for Oliver Mays around 1882.

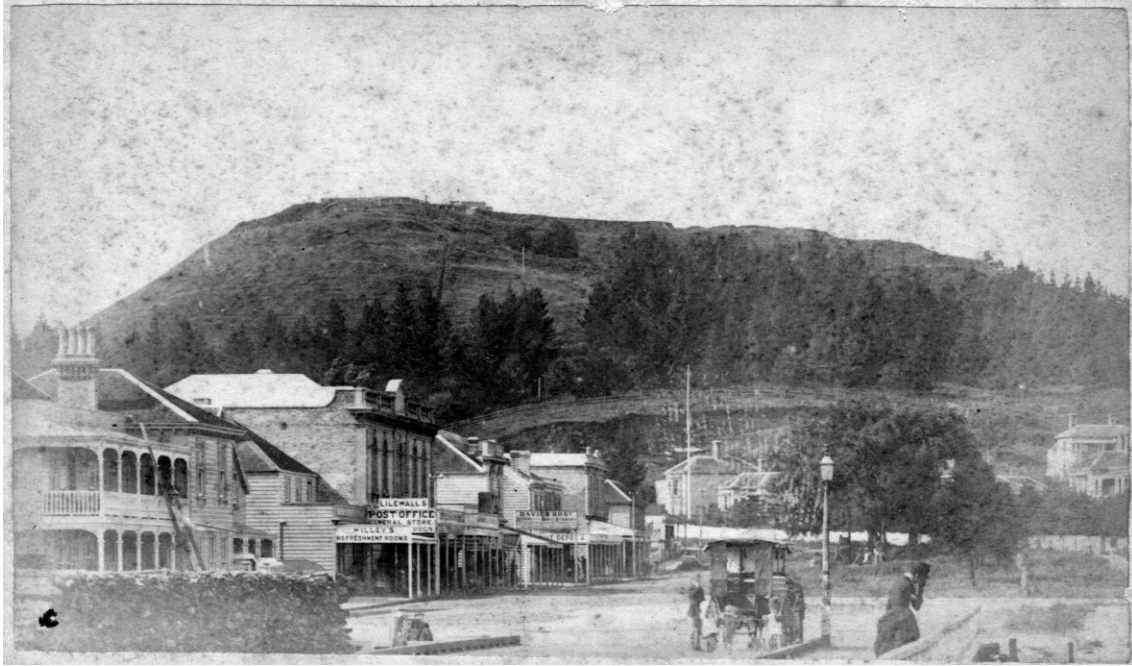


Figure 9 Victoria Road before the fire of 1888. (Note “Flagstaff Hotel” on site of later Esplanade Hotel and Oliver Mays building (with the first Post Office) being the only one in brick.)

As a result of the fire, the new Borough Council required all replacement buildings in the commercial area to be of fire-proof construction, i.e. brick masonry. The area designated was popularly referred to as the brick area. After the fire a number of Victorian Italianate Revival style buildings were constructed. Many of these buildings are still standing.

With the exception of the Devonia Building and the two late 20th century buildings above Fleet Street , the commercial buildings on the next block north on Victoria Road were constructed between 1898 and the beginning of World War One.

The number of businesses had expanded by the Edwardian Age. By 1910, a much wider range of manufactured goods such as jewellery, bicycles and sewing machines were available. A permanent Post Office, two banks and a branch of the Auckland Gas Company were established and the Esplanade Hotel was built. Some of the commercial premises were houses whose fronts had been modified to form shops. These early businesses were typically those services essential to any small community and included for example drapers, bootmakers, fruiterers, grocers, plumbers, tobacconists, blacksmiths and stationers.

A particular feature of late 19th and early 20th 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.

The eastern side of Victoria Road was originally lined with houses from the early 1870's/1880's and by the turn of the century these were occupied by professional men such as doctors. The Eastern side of the street was referred to as the "wrong side of the street" for businesses. Only one of these early houses remains, now "Signal Hill" a restaurant and bar at 24 Victoria Road.



Figure 10 Victoria Road east side c1910

The building of the Victoria Theatre in 1912 was the first departure from the predominantly residential character of this side of the street. The theatre was the first purpose-built suburban cinemas to be built in Auckland and by world standards is an early example of a building constructed expressly for the purpose of screening movies.



Figure 11 Victoria Theatre 1912

The 1920s and '30's saw the further expansion of the commercial area with the building of the State Theatre opposite the Victoria Theatre. However, this was demolished in the 1980's for apartments. The remodelled Victoria Theatre and the Devonia buildings are significant examples of the architecture of the period between the wars.

Post-war buildings in the Devonport commercial area are not particularly distinguished architecturally. Most are institutional (three banks and the Friendly Society Hall) and three others are commercial buildings. Almost without exception, these recent buildings have not retained the character of traditional commercial buildings in the central area, and even where two-storied, have a lower profile than their Victorian and Edwardian neighbours. In the case of the ASB building, a particularly noble earlier structure has been lost to the Borough. These buildings are however characteristic of their time.

Windsor Reserve

Following the signing of the Treaty of Waitangi in 1840 and the relocation of the seat of colonial government to Auckland, a new base for naval vessels was required close to the new capital. Captain William Hobson identified the deep water off the sandspit at the base of Takarunga / Mount Victoria as ideal and the long association of Devonport with the Navy began.

The area was excluded from subdivision in 1849 when the government established the "Hundred of Pupuke" and is shown on the first Crown Grants maps of 1857 as "Naval Reserve". (See Figure 3.)

Occupation of the land included a powder magazine in 1840 and later, barracks, stores, a blacksmith, a caretaker's house and a wharf. A special boatshed was built on the shore for the new torpedo boats introduced by the Navy following

the “Russian War Scare” of the 1880s. The barracks were in regular use until their destruction by fire in 1897.



Figure 12 View from Takarunga showing Windsor Reserve Naval yards

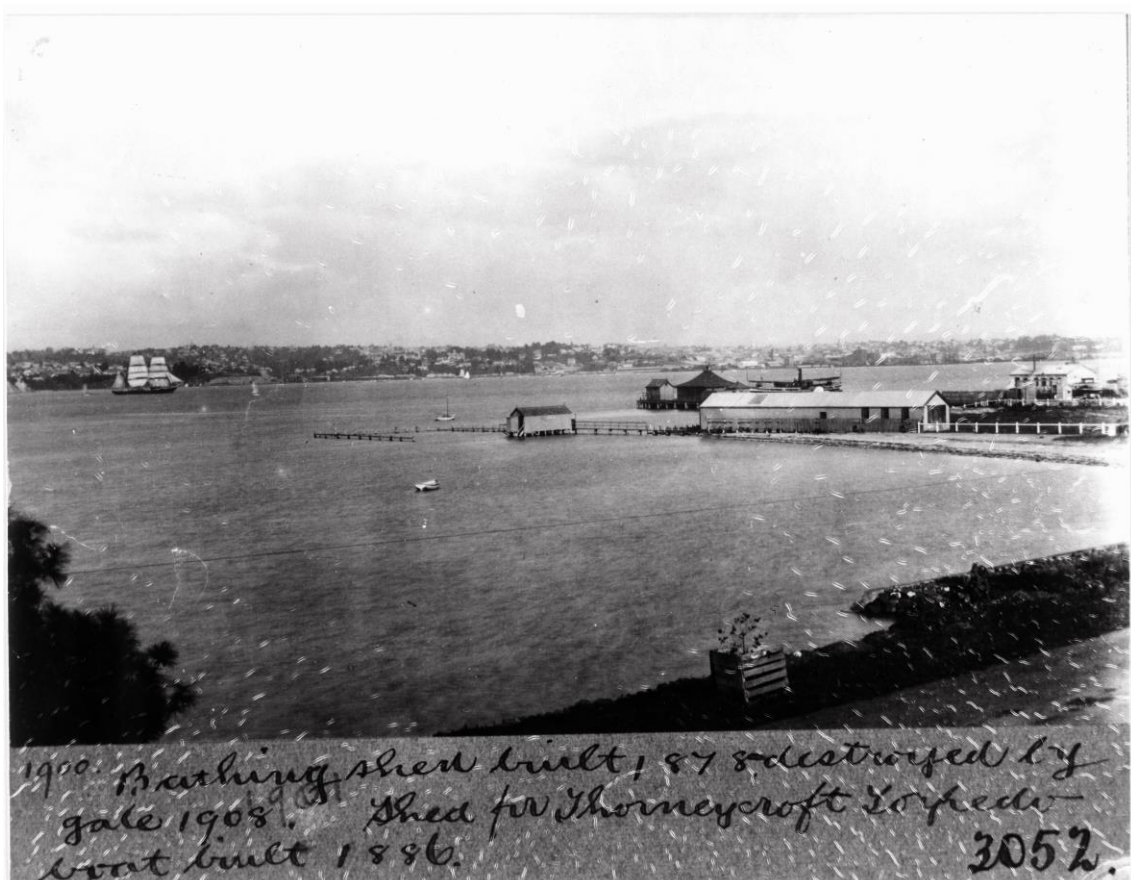


Figure 13 View of bay showing bathing sheds (centre) and the boat shed (right) for the new torpedo boats on Windsor Reserve, 1886.

In the 1890s a new dry dock was established at the Calliope Naval Yards and the Navy moved all their activities to the new site.

The reserve was donated to the new Borough Council, but reports in contemporary newspapers suggest that the Council took very poor care of the area, and any public use of the land was very limited. It was not until 1911 that the Council managed to improve the area and a new band rotunda

commemorating the coronation of George V was erected. It was designed by renowned Devonport architect Edward Bartley and was an elegant and delicate design. However, its location proved fatal, with prevailing winds making the music pages blow away and players and audience alike very uncomfortable. It was dismantled in 1948.



Figure 14 Edward Bartley's Design for the Band Rotunda in Windsor Reserve.

Controlling the elements was always on the agenda and the Council was required to construct well-engineered sea walls along Queen's Parade and King Edward's Parade to prevent inundation and erosion by the sea. Windsor Reserve itself was indeed flooded in 1936.

Bathing sheds were erected on the Reserve from as early as 1878 and continued through to the late 1930s. These included both men's and women's sheds and were a part of the growth of local tourism to Devonport since its early days and the attraction of Devonport as a seaside suburb.

The first public building on the Reserve was the Municipal Chambers and Reading Rooms which were located on the site of the current Public Library. After they burnt down in 1937 the Council moved to the other side of Victoria Road and a new public library was built. This was replaced in 2014 with the current building which was designed by Athfield Architects.



Figure 15 Devonport Public Library (replaced in 2014)

The Reserve has not only been the site of important naval and public buildings. It has also been the logical location for memorials. The first to be erected commemorated the death of two local men in the Boer War in 1903. The second was the memorial to the fallen of World War I. Comprising a bronze statue of a young ANZAC standing at ease at the top of a granite base it was unusual in its time in portraying a soldier in such an informal pose. Some would argue it is all the more poignant and real for that. The names of those fallen in the Second World War and others since 1945 have been added subsequently.



Figure 16 World War I Memorial

Windsor Reserve today is characterised by its group of notable trees. These are mostly located on the northern half of the Reserve and include enormous, mature, Morton Bay Figs, Canary Island Palms, Pohutakawas and a Holme Oak planted in commemoration of Queen Elizabeth's Coronation in 1953.



Figure17 Mature trees in Windsor Reserve

The southern half of the Reserve includes a newly installed children's playground, which is extremely popular with the local and wider community.

Windsor Reserve has also been the focus of the community for public meetings, demonstrations and celebrations. These have included the opening of the first purpose-built Post Office in 1908, demonstrations relating to women's suffrage and objections to Council's proposals to construct a "marineland" here with a soundshell and aquarium and restaurant on the reserve in 1965. Most recently, the Reserve was the starting point for a paper lantern parade from the public library up Victoria Road to the top of Takarunga / Mount Victoria on the night of the first Matariki celebration in New Zealand which drew hundreds of residents and visitors to the area.

Notable Devonport Personalities

Devonport's early important citizens were either settlers, boat builders or those who provided services to the settlement.

Thomas Duder was the signalman in Devonport from his arrival in 1842 until his death in 1875. He was one of the first elected wardens for the area in 1851 and helped build Devonport's first school and church. He also ran cattle on Takarunga / Mt Victoria and became one of the most prominent citizens in the village. Together with William Cobley, he built the Church Street pier and operated one of the first commercial wharfs and associated bulk stores. It was located at the end of Church Street which, for a while, vied to become the main commercial street and thoroughfare of Devonport. His sons Robert and Richard Duder had a number of flourishing businesses that included timber import, shipbuilding and brickworks.

Oliver Mays came to Devonport as a school teacher in 1861 and was soon also the postmaster and ran a shop from his home. He served on many public bodies including on the Borough Council over the years and his long service to the community was acknowledged when Grey Street was renamed Mays Street after him. Later he erected one of the first brick buildings, still known today as "Mays' Building", which contained shops and apartments over. It is thought that the brick construction stopped the fire of 1888 spreading to the timber buildings south of it including the Flagstaff Hotel opposite the wharf.

James Mays (Oliver's brother) was also prominent in Devonport, although he left for a while to try his luck in the Coromandel goldfields. It seems his efforts paid dividends when he returned and built a large and impressive house at 19 Buchanan Street in 1893.

William Buchanan arrived in New Zealand in 1857 and ran a jewellery business in Auckland city until 1864 and then moved to Devonport. He was an original founder of the North Shore Ferry Company and together with the prominent early settlers, he had a huge influence on the development of the Devonport settlement. He was a member of the provincial council, harbour board and the volunteer rifle corp.

Ewen William Alison (1852-1945) was a prominent local politician who played a significant role in developing Devonport's ferry and bus services in the late

1800s and early 1900s. His parents - Alexander and Jane Alison - were amongst Devonport's earliest settlers, having arrived in the area in 1854. Alison's father played an important part in the Devonport shipbuilding industry, one of the largest in New Zealand between 1860 and 1880. Ewen married Mary Ann Coleman in 1876, entering local politics in the same year.

Alison had a lengthy political career, serving as Mayor of Devonport from 1890 to 1895 and from 1902 to 1907. He was also the first Mayor of Takapuna in 1913, as well as being a Member of the House of Representatives for Waitematā from 1902 to 1908 and a member of the Legislative Council from 1918 to 1932. As Mayor of Devonport, Alison oversaw the provision of the first water supply system to the Borough in 1894 replacing the collection of water from wells and rainwater. He was also responsible for the establishment of foreshore reserves, the improvement of King Edward Parade and its seawall, and the acquisition of Rangitoto as a public reserve.

Ewen Alison established the Devonport Steam Ferry Company with his brother, Alexander, in 1881. He was chairman and managing director of the company for 53 years, during which time it gained a monopoly as the only ferry service operating on the Waitematā Harbour. The service was vital to the development of Devonport, with ferry transport being the main direct link with Auckland until the Harbour Bridge was built in 1959. The Alison family commissioned many of the Devonport ferries, including the Tongariro, the Tainui, the Victoria and the Britannia.

Alison had several other business interests, including the establishment of the North Shore Transport Company, which provided bus services on the North Shore. He was also involved with shipping in the upper North Island, and was chairman of the New Zealand Coal Mine Owners' Association and a number of goldmining companies in Auckland. In addition, he was a founder and president the Takapuna Jockey Club, the Waitematā Golf Club and the Takapuna Bowling Club. He was the author of three books; *A New Zealander Sees the World* (1937), *A New Zealander Looks On* (1939) and *A New Zealander Looks Back* (1946). As well as the Alison Clock, Ewen Alison has several North Shore streets and a park named after him.

Scots boat-builder Alex Alison (Ewen's father) and his wife Jane arrived in Devonport in 1853 and played an important role in the tiny settlement and their waterfront home became a venue for church services and community meetings. They grew produce and gave or sold it to locals and his wife Jane was a pillar of the community.

Architects associated with buildings in the HHA

Victoria Theatre	1912	John Walker
	1926	Daniel Patterson
Devonia Building	1926	Smith Mullions & MacDonald
BNZ	1926	Edward Mahoney & Son
Post Office	1938	Norman Wade

Timeline

c1300	Arrival of Tainui Canoes at Torpedo Bay.
c1300 – 1841	Occupation by various Māori tribes.
1827	Visit by French explorer Dumont D’Urville.
1840	First European building erected, powder magazine on Naval reserve land.
1840	Captain Snow employed as signal master on Mount Victoria / Takarunga.
1841	Crown purchase of the land.
1842	Thomas Duder & William Brown in residence.
1857	Crown Grants for suburban farms.
	Victoria Road, Clarence Street and Fleet Street surveyed.
1864	Holmes Bros erected Flagstaff Hotel on present site of Esplanade Hotel.
1865	Holmes Bros scheduled ferries commenced at Victoria Wharf.
1860s	Naval occupation and use of Windsor Reserve.
1860s	First buildings, mainly in timber, erected at lower end of Victoria Road.
1882	Oliver Mays’ Building constructed. Oldest remaining building in Victoria Road.
1886	Devonport Borough Council established.
1888	Fire destroyed much of the new commercial area. New buildings required to be built of brick.
1888 - 1914	Most of western side of Victoria Road built up and buildings still remain.
1903	Esplanade Hotel erected opposite the ferry wharf.
1908	First purpose-built Post Office constructed.
1911	Edward Bartley designed new band rotunda.

1912	Victoria Theatre opened.
1926	World War I Monument erected.
1930s	Municipal Building destroyed by fire.
1937	New Post Office Building erected on eastern side of Victoria Road.
1940	Municipal Chambers took over old Post Office.
1950s	Friendly Societies Hall built.
1980s & '90s	All but one of the residential buildings on the eastern side of Victoria Road were demolished and new commercial buildings erected.
2014	New Public Library designed by Athfield Architects erected replacing original on Windsor Reserve.
2022	First Matariki celebrations held including public lantern parade up Victoria Road from the Library to the top of Takarunga / Mount Victoria.

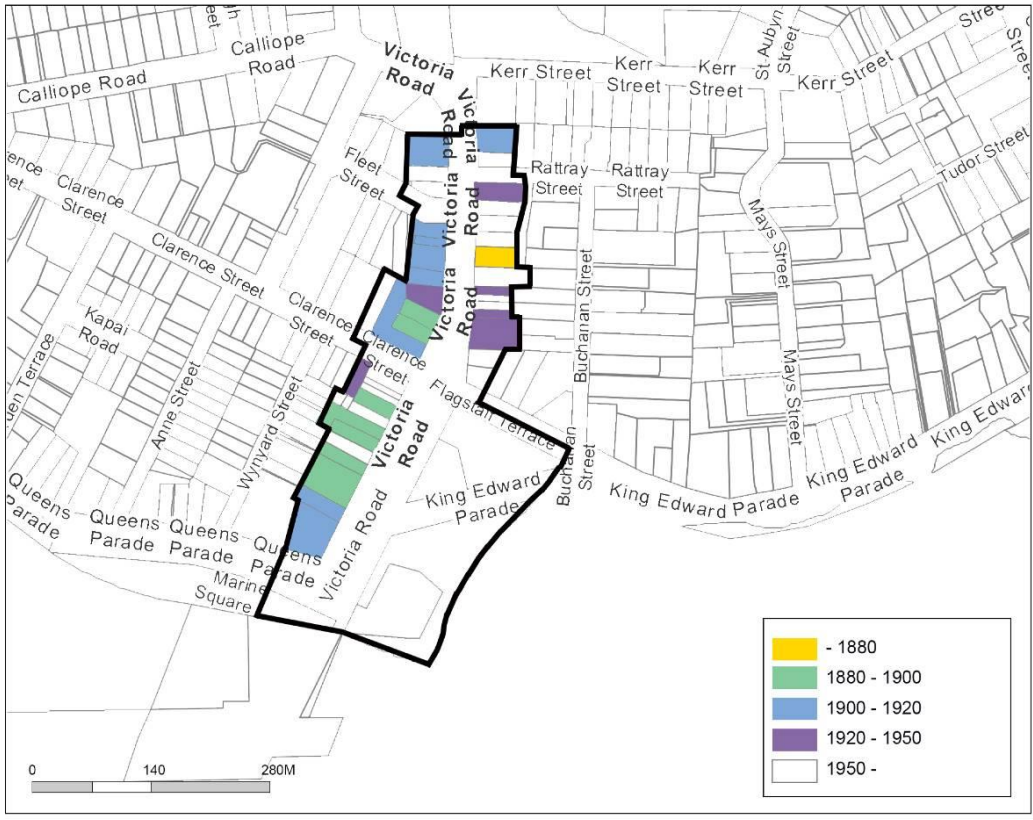


Figure 18 HHA showing dates of construction of buildings.

6. Physical description

Site visit

The four authors of this report have undertaken multiple site visits, both individually and as a group, to undertake this HHA evaluation. The group (excluding Jackie Gillies) 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.

Following submission of the Draft Report in May 2022 and receipt of the Council Heritage Team's feedback, new site visits were undertaken by Jackie Gillies. Particular focus was placed on the study of the physical attributes and heritage values of the individual component buildings of the HHA. The physical extent of the HHA was reduced to focus on the built heritage and tangible heritage values of the study area, as opposed to the landscape and intangible values embodied in Takarunga / Mount Victoria.

Place location

The proposed HHA is located on the peninsula of Devonport on the North Shore of the city of Auckland. It extends from the ferry terminal at the south to the Victoria Theatre at the north and to the rear of all property boundaries of the buildings facing Victoria Road. It also includes a small section of Clarence Street and all of Windsor Reserve.



Figure 19 Proposed Devonport Historic Heritage Area boundary overlaid on an aerial photo on the Town Centre.

Geographical/physical context

The geographical and geological context of Devonport is unique in Auckland. It comprises two dominating volcanic cones and the remains of a third, which was quarried away in the 19th century. These cones and the tuff cliffs at Stanley Bay originally created a near island form connected to the rest of the North Shore by a narrow sandbank at what is now Narrowneck. Between them were large inlets of mangrove swamps and sandbanks. Following colonisation, these inlets were reclaimed and the extent of the land area was greatly increased.



Figure 20 Excerpt from Survey Map of Auckland Harbour 1848 showing peninsula landform and volcanic cones of Devonport and sandbank at Narrowneck.

The dominating presence of Maungauika / North Head at the entrance to the Waitematā Harbour has allowed it to be used to advantage since the first Māori occupied the area for defence and for observation of incoming boat traffic. This use has remained through to the middle of the 20th century with a considerable military use of the area with gun emplacements on Maungauika / North Head that remain today.

Even with the reclamation of the wetlands and inlets, the remaining landform of Devonport remains unusual in the Auckland context, being almost completely surrounded by water, with a range of attractive beaches on the west and south sides.



Figure 21 Aerial View of Devonport today showing reclamation.

This has meant that Devonport has become one of Auckland's most popular marine suburbs and this has been the case from the early 1880s. This characteristic has influenced the style and type of development in the town centre and is part of the special characteristics of the proposed HHA.

Site description

The Devonport HHA consists of the gently sloping northward spine of Victoria Road from the waterfront at Queens Parade as far as the Victoria Theatre, where the steepness of the slope up to the summit of Takarunga / Mount Victoria increases. It also includes part of Clarence Street at the Victoria Road end and the expanse of Windsor Reserve at the base.

The HHA extends a distance of around 400 metres from south to north and approximately 183 metres at its widest point in the east west direction and comprises an area of 5.133 Hectares. The outer edges of the HHA follow the rear boundaries of the buildings facing Victoria Road and Clarence Street, and the midpoint of the road reserve at Flagstaff Terrace. At the southern end, it extends to the highwater mark in front of the ferry wharf on Queens Parade, along the promontory and the beach to the east of Windsor Reserve.

While not included in this HHA, the constant presence of the maunga, Takarunga / Mount Victoria, dominates the street and the surrounding area and constantly draws the attention upward. Similarly, views or glimpses of the sea are possible from almost all of the HHA.



Figure 22 Victoria Road with Takarunga / Mount Victoria at its head.

Description (exterior or surface features)

The HHA is characterised by predominantly two-storey commercial buildings, mostly dating from the Victorian and Edwardian eras. The western side differs slightly from that on the eastern side, mainly due to the early commercial development being confined to the western side of the road. The characteristics of Windsor Reserve include cultural, landscape and memorial features.

Appendix 1 sets out in detail the physical and historical characteristics of the buildings and features that comprise the HHA.

General

Lot sizes throughout the HHA vary, but with the exception of Windsor Reserve are generally between 12 -15 metres wide and 30 – 50 metres deep and are very close to or match the original subdivision plans. Some Titles have been amalgamated in the past to create larger properties. All buildings on the west side of Victoria Road and Clarence Street (within the HHA) are built to the back of the footpath. Most of the buildings are constructed in brick or concrete with a decorative plaster finish and most follow a common scale of two-storeys with ornate parapet treatment providing interest and relief. Some of the buildings on the eastern side of Victoria Road are set back and several have access ways between them.

Victoria Road - Western Side:

On the western side, most buildings have ornate facades facing the street with a range of decorative features and compositions of windows, doors, shopfronts and parapets. Most are constructed in plastered brick, allowing the range of decoration common to the architectural styles of the day.

Most are painted and the range of colours chosen by current owners or tenants is variable. Some are simple and achieve a quiet compatibility with the original detailing, while others are less subtle and are sometimes in conflict with the original design.



Figure 23 Typical view on western side of Victoria Road

Verandahs are almost ubiquitous and are of mixed design and construction and many have been altered since they were first erected.

All of the buildings on this side of the street have a cohesiveness and sense of continuity which binds them together as one element in the streetscape.

Shopfronts have been modified to accommodate modern tastes in retail display and access.

All of the buildings extend well into the rear of their legal boundaries and include extensive two-storey elements on the front below pitched or hipped roofs, with either single or double storey additions at the rear. The buildings are nearly all continuous, with no sideyards or alleys, forming a cohesive terraced form.



Figure 24 View of backs of buildings on Victoria Road

The design of the buildings behind the street frontage is generally plainer, usually unplastered brickwork, and is more utilitarian in character. However, the three-dimensional bulk of the original buildings remains intact in all the buildings and this is an important feature of the heritage values of the buildings.

Clarence Street – Eastern end:

Those buildings on Clarence Street which are included in the HHA share many of these characteristics although they are only single-storey, have less ornate frontages and are of conspicuously lower architectural quality. However, they retain elements of scale, function and form which link them to the more ornate buildings on the main street. The Telephone Exchange building is different, being a single storey brick gabled building with roughcast plaster decoration but is of a high quality.



Figure 25 Devonport Automatic Telephone Exchange building, 5 Clarence Street.

Victoria Road - Eastern side:

On the eastern side, the character is a little different, although the elements of scale, detail and bulk of the earlier western examples is maintained. Due to the longer enduring residential use of the eastern side, there are more modern buildings on this side of the street.



Figure 26 Typical view on eastern side of Victoria Road

There are a few notable exceptions, such as the BNZ bank building, the Post Office and the Victoria Theatre. One residential building remains, set well back from the street and at a higher level than the footpath and this is now a restaurant. Unlike on the west, some of the buildings have access on one side or both, possibly deriving from their more residential roots.

The sense of unity and continuity of the building fronts on the western side of the street is reduced here due to their wider range of building style, design and construction date, but taken together with their western side, they contribute to a unified and varied urban character.

Signage on both sides of the street is mostly limited to the front edge of the verandah and while the necessity to advertise the business within can sometimes conflict with the design of the building, or indeed the entire streetscape, there are no garish examples at present in the HHA.

Windsor Reserve:

Windsor Reserve extends from the eastern side of Victoria Road from the wharf on Queens Parade at the south to Flagstaff Terrace on the north and along the beach on the east. It is bisected by King Edward Parade at roughly 45 degrees.

It includes a group of notable trees, including giant Morton Bay Figs, Canary Island Palms, Pohutakawa and a Holme Oak which cover the northern part of the reserve. The southern part, the triangle, is more open with wide areas of grass and a children's playground.



Figure 27 HHA showing area of Notable Trees in Windsor Reserve

The only building on the reserve (other than the public toilets which are half buried and the bandstand platform) is the modern Public Library which sits on the site of its predecessor and before that, the original Municipal Council Chambers.

The reserve has been the site of numerous important civic and community events and this aspect of its significance will be addressed below. But closely associated with these “intangible” values are the other built features on the reserve. These are the World War I Memorial, the Memorial Fountain, the signal mast from the summit of Takarunga / Mount Victoria and the Alison Memorial Clock on the foreshore.

The World War I Memorial comprises a rough granite base supported by carved scrolls and steps with a figure of a young soldier cast in bronze above. The memorial was designed by New Zealand sculptor Frank Lynch and was cast twice, this being the second time it was used. (The other stands in Masterton). It was unveiled in 1924. It is unusual in its informal expression of the soldier, with untied boots and hat held casually in his hand, and was said to depict the distinctive character of the Kiwi soldier. A plaque bearing the names of those who died in the 1914 – 1918 war is fixed to stone plinth. A second plaque shows the names of those killed in the Second World War and a third those who have died in later 20th century conflicts.

Another war memorial is located to the north of the reserve. This commemorates two Devonport men who died fighting in South Africa – James Mays and Harold Frankham and is in the form of a fountain. Unveiled in 1903 it

consists of a round brick and tile pool with a marble clad base at the centre with a wide bronze dish above and three bronze horses supporting the fountain's spout. A plaque on the side commemorates the two men, while a second has been placed in memory of a long-standing Borough Councillor and Mayor, Pat Sheehan.



Figure 28 South African War Memorial Fountain

The bandstand sits to the north of the reserve under the shade of the enormous Ficus trees. It was built to celebrate the first visit of the new Queen Elizabeth to New Zealand and consists of a concrete platform with railings and lighting poles. The musical notes decorating the railings are said to depict the tune of "God Save The Queen". It replaces an earlier bandstand that stood in the southern end of the reserve and was built in 1911.

When the signal station was mechanised in 1957 the wooden masts and cross beams were saved and re-erected in the reserve.



Figure 29 Original Flagstaff from the summit of Takarunga / Mount Victoria

The final built item in the reserve is the Alison Memorial Clock. This was erected in 1928 in honour of the many years of service to the Devonport community of Ewan Alison, Borough Councillor, Mayor and founder and managing director of the Devonport Steam Ferry Company Ltd. The clock is four-sided and mounted on a tall column at the approach to the ferry terminus and was seen as a fitting memorial for the man who was instrumental for initiating and then developing the ferry services relied upon by hundreds of people daily.

Description (interior or known sub-surface features)

Interiors and known sub-surface features are excluded from this evaluation.

Summary of key features

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

- Large number of buildings and features that date back to the first settlement of Devonport
- unified and cohesive streetscape of Victoria Road
- well-preserved, predominantly Victorian and Edwardian commercial buildings
- large number of buildings in Schedule 14.1 of the AUP
- continuity of history expressed in the built environment
- compact historic area

- historic reserve and memorial features
- features of an early “seaside” suburb



Figure 30 Victoria Road and Windsor Reserve 1930s

Summary of key modifications

The key modifications to the features of the proposed HHA over time include the following:

- Gradual modernisation of 19th century shopfronts
- Modifications to verandah style
- Colour schemes are constantly amended in line with fashion trends
- Loss of a small number of notable buildings

7. Comparative analysis

Devonport enjoys a number of features which together make it unique in Auckland, and it has been agreed with the Council Heritage Team that a Comparative Analysis would not be included in this submission.

While the development of Devonport in the second half of the 19th century ran in parallel with the rest of Auckland and it shares a range and style of both commercial and residential buildings with its parent city, there are a number of factors that set it apart from the rest and make a Comparative Analysis problematic.

The most obvious of these are the geographical and geological features that create the Devonport landform. There are the three ancient volcanic cones, two of which remain as dominant features of the skyline and the gentle slopes

leading from these to the sea. These have influenced the direction of and layout of the town

But the feature which sets Devonport apart from others in the rest of Auckland is its peninsula coastal outline which means that nearly all of the suburb is within a few minutes' walk to the sea and the sea is always visible wherever you are. This makes for an "island" feeling for the suburb. Indeed, in pre-European times, what we now know as Devonport was connected to the rest of the North Shore by nothing more than a short sandbank at Narrowneck.

This seaside character manifests itself in the style of architecture of some of the prominent buildings, such as the Esplanade Hotel and the many features and uses of the Windsor Reserve as well as in the early existence of a fledgling tourist industry with day-trippers from the "mainland" as well as visitors from further afield.

8. Significance criteria

The AUP includes definitions for eight categories of heritage significance. These are Historical, Social, Mana Whenua, Knowledge, Technology, Physical Attributes, Aesthetic and Context values. The Devonport HHA demonstrates Considerable or Outstanding characteristics in five of these and these will be outlined in greater detail below.

Summary of Historic Heritage Values:

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 peninsula has been occupied by Māori for centuries and has links with the landing of one of the first canoes, the Tainui.

Devonport was one of the earliest suburbs to be settled and developed in Auckland in the mid 19th century. Its first European building was erected in 1840 and settlement continued swiftly thereafter.



Figure 31 View showing early buildings on Victoria Road

Some of these first settlers remained in the area for a long period and became established in the community, either as businessmen or serving on the Borough Council.

Several buildings and monuments built by these early settlers are still in existence and several streets and features in the community are named after them, Mays Street and Alison's Building for example

The area is significant as the first and most prolific boatbuilding area of Auckland, as well as the site of the first scheduled ferry service to the centre of Auckland.

This ferry service meant that Devonport became the springing point for all road traffic to the north of Auckland.



Figure 32 View towards ferry terminal showing the first pedestrian ferry traffic, 1890s, car ferry access, 1950s, and present view, 2022, pedestrian once more.

Devonport was also the location of the first purpose-built movie theatre in New Zealand, the Victoria Theatre.

Due to its geological form, there has been a continuous military presence in the area, from the first powder magazine on Windsor Reserve, the gun placements on Maungauika / North Head to the present day Navy Yards.

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.

Since its inception, Victoria Road has been the focus of many daily activities for Devonport residents supplying nearly all of their daily needs. These included bakeries, fishmongers, stables, draperies and barber shops. This remains today with shops, cafés, galleries, restaurants and the movie theatre.

Devonport as a whole has been an attraction for day-tripper visitors since its early days due to its proximity to Auckland proper, its sheltered sandy beaches and the attractions of both maunga.



Figure 33 Day trippers arriving at Devonport Wharf, 1910

Windsor Reserve embodies many of the wider social and intangible social heritage values. There are two war memorials in Windsor Reserve, being the World War I Memorial and the memorial fountain for two of Devonport's men

who were lost in the Boer War and it has been the location of a string of community buildings from the first Municipal Chambers in 1887 through to the present-day Public Library.

The Reserve has also been the site of community gatherings both within its boundaries and along the beaches that front it.

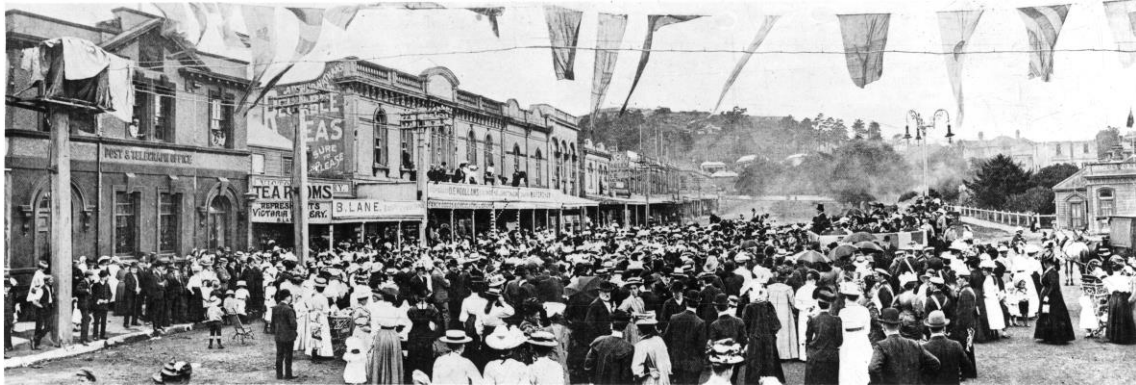


Figure 34 Celebrations for the new Post Office, 1908.

The high esteem felt by the wider community for the heritage values remaining in Devonport have meant that 20 out of 41 buildings and features in the HHA have been recognised in Schedule 14.1 of the Auckland Unitary Plan, and six are included in the Heritage New Zealand List.

Support for the retention of these values is reflected in the fact that this proposal has been commissioned by a Devonport Heritage Inc, a community group dedicated to the protection of Devonport's heritage.

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.

Victoria Road forms the link between the significant historic and archaeological sites of Windsor Reserve and Takarunga / Mt Victoria.

These places are important to mana whenua and also widely acknowledged by residents and visitors to Devonport.

Devonport's geology, its Maori history and European history is taught in local schools and observed and celebrated by local people.

Victoria Road and Devonport's rich history is recognised by numerous plaques, historic walks, audio tours and pamphlets produced by local groups.

The important Ngapuhi chief Eruera Patuone is buried on the slopes of Takarunga / Mount Victoria alongside his good friend Captain Gladwyn Wynyard. Patuone, who developed close links with prominent Devonport men, asked to be buried near his friend when he died in 1872 and their friendship was celebrated at a recent (10 September 2022) rededication ceremony at their graves.



Figure 35 Eruera Patuone's grave in Devonport Cemetery.

Talks and events on historic events and archaeology organised by locals have frequently been included in Auckland Council's Heritage Festivals over the last decade.

Most recently the first national public holiday for Matariki was marked in Devonport by a day-long event culminating in a parade through the village. Over two thousand people, including many young children holding hand-made lanterns, walked from Windsor Reserve up Victoria Road to the top of Takarunga where local iwi representatives gave a karakia.

This striking and spiritual event perhaps symbolises better than anything the link that local people feel to the past and the land on which they walk.

Consultation with iwi has not been undertaken as part of this exercise.

It is considered that the proposed HHA has **moderate** Mana Whenua values **locally and regionally**.

(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.

Windsor Reserve, Marine Square and Victoria Road are registered archaeological sites where important remnants of early Māori and European settlement have been recorded (see Appendix 1).

The intact nature of the streetscape provides an opportunity to enhance public understanding of the history of the area. Some interpretation already exists, such as in the Arcade and on plaques erected on some buildings by the Devonport Museum and through historic walks pamphlets, but this could be expanded.

Even without such additional interpretation, the area demonstrates a way of life that has barely changed over the last 160 years.

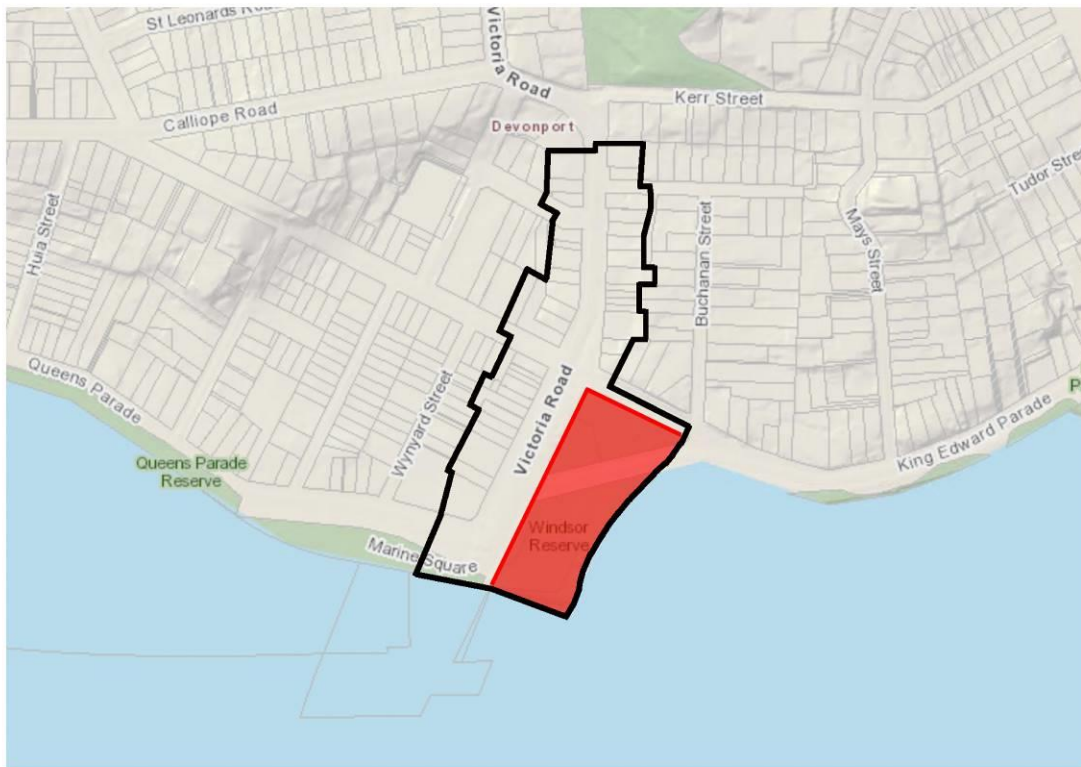


Figure 36 NZAA sites in the Devonport HHA: The Naval Station Site (Windsor Reserve) covers the lower red area

The extent of area encompassed by the Devonport HHA has **moderate** knowledge value **locally**.

(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. However, this move away from timber buildings with timber shingle roofs to fire resistant masonry and corrugated iron roofing is common to much of New Zealand at this time.

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.

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 **little** technology value **locally**.

(f) Physical attributes

The buildings of Victoria Road comprise an unmodified collection of 35 buildings dating from the 1880s onwards forming a continuous streetscape.

They include intact examples of high quality Victorian and Edwardian commercial buildings.

The richness of design especially in the decorative plasterwork demonstrates the confidence and success of their owners.

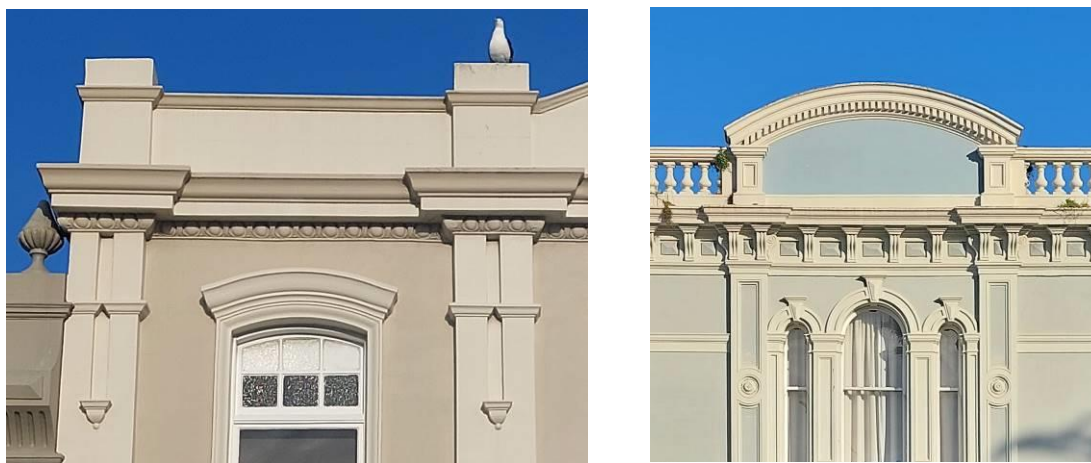


Figure 37 Examples of well-modulated façade treatment and decorative plasterwork

The mainly two-storey frontages include a common set of features including; high parapets with varying design (with or without pediments); pilasters; varying and well-modulated fenestration design; string and ashlar courses; all carried out in ornate decorative plasterwork.

All the historic buildings in the street remain as three-dimensional objects behind their ornate facades. The Historic Heritage Area is much more than just the streetscape.

Most of the buildings in the HHA remain unmodified apart from shopfronts at street level and colour schemes of various design and quality.



Figure 38 Devonian Building - unmodified ground floor shopfronts

In general, the newer buildings in the street do not adversely affect the physical attributes of the HHA but demonstrate the changing styles and taste of the 20th century.



Figure 39 Numbers 6-8 Victoria Road

Some of the buildings, for example the Devonian Building and the Victoria Theatre are examples of the work of notable or local architects, including Edward Bartley, Edward Mahoney, Patterson, and Norman Wade.



Figure 40 Victoria Theatre 1912, remodelled by Patterson 1928

While Windsor Reserve is generally open space, its large number of large mature trees contributes significantly to the physical attributes of the HHA. The tall palm trees that line Victoria Road, the enormous Ficus trees, Pohutukawa and the oak planted for Queen Elizabeth's coronation in 1953 all dominate the space today.



Figure 41 Some of the mature trees that characterise Windsor Reserve

The proposed HHA, has **considerable** physical attributes value **locally** and **regionally**.

(g) Aesthetic

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

The distinctive visual character of the Devonport HHA is determined by the continuous and cohesive streetscape of Victorian and Edwardian buildings and their interaction with the natural qualities of Windsor Reserve.

Together they form the foreground to the view of Takarunga / Mount Victoria above it and to the harbour below.

A large number of the buildings in the HHA are examples of high quality late 19th century architecture, with fine plaster detailing and modulation of the facades.

They include a number of outstanding examples of such architectural design such as exhibited by the Esplanade Hotel, Oliver Mays' building, the Devonia building, the Post Office and Victoria Theatre.



Figure 42 Further details of high quality detailed design features

They also include an example of the strong classical architecture often employed for banking buildings – in this case the former BNZ building.

None of the more recent buildings have high aesthetic appeal, but in most cases do not disrupt an appreciation of the rest.

The World War I Memorial in Windsor Reserve has considerable aesthetic appeal and is unusual in that it depicts a soldier in an informal, contemplative stance as opposed to the more common formal pose usually represented.

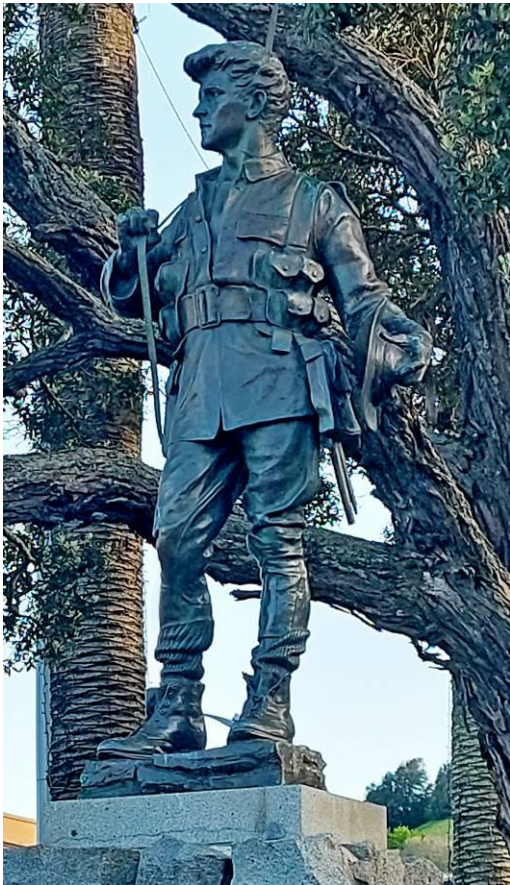


Figure 43 Detail of World War I Memorial

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.

Originally one of three of Auckland's earliest marine suburbs (the others being Northcote Point and Birkenhead), Devonport Town Centre reflects the early settlement patterns of the city. It developed as a popular leisure attraction for the people of Auckland as well as a local residents.

Devonport's history illustrates much of the wider story of Auckland. It began as a signalling station and tiny farming settlement, then developed as an important military base closely associated with the Waikato Campaign of the New Zealand Wars.

Victoria Road progressed to becoming the centre of a thriving small township in the 1880's, with its own borough council - the first on the North Shore.

Devonport throughout the 1890's developed at pace in tandem with the rest of Auckland. Roads and services were improved and the first cinema was built at the top of Victoria Road.

Devonport's decline in the depression years of the 1920's and 1930's mirrored what was happening throughout New Zealand.

In the 1960's and '70's central and local government had a development mindset with little respect for history. Devonport residents were ahead of the curve in their spirited defence of the suburb's heritage and opposition to the council's plans for redeveloping the waterfront with a soundshell and aquarium.

Devonport and its Town Centre are widely visible from many viewpoints around the Waitematā Harbour and they are regarded, both visually and historically, as a distinctive part of wider metropolitan Auckland.

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.

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

9. Statement of significance

The Devonport Historic Heritage Area extends from Queen's Parade at the ferry terminal northward on both sides of Victoria Road as far as the Victoria Theatre. It extends to the rear of all property boundaries of these buildings. It also includes part of the eastern end of Clarence Street where it joins Victoria Road and all of Windsor Reserve including Flagstaff Terrace and the waterfront on the east and southern sides.

The Devonport Historic Heritage Area has considerable local and regional historical value for its role in reflecting the development of Auckland's North Shore.

This development pattern is demonstrated by the large number of intact Victorian and Edwardian buildings which date mainly from the 1880's through to the 1930's and therefore capture an important period in commercial development in Auckland.

The Victoria Road buildings demonstrate a strong sense of visual integrity and cohesion and collectively reflect a distinct architectural style. They also allow a glimpse of what early life in Victorian New Zealand was like.

The buildings are a physical reminder of some of the most influential early personalities who shaped Devonport and some of the renowned architects who designed them.

The extent of the built fabric of the main street is defined by two landmark buildings – the Victoria Theatre at the base of Takarunga/Mount Victoria and

the Esplanade Hotel at the coastal edge, around which Windsor Reserve and Marine Square provide a curtilage space.

The HHA has considerable physical attributes value, deriving from the streetscape and the high quality of architectural design of the buildings. The area has outstanding aesthetic value because of its unique location nestled between the Waitematā Harbour and Takarunga/Mt Victoria. Victoria Road is the spine linking the two, along which key commercial and community buildings are concentrated. At the shoreline, Windsor Reserve and Marine Square open the main street to the water space of the city.

The inclusion of Windsor Reserve in the HHA is important as it adds considerable context value due to its historical associations from Maori settlement, to colonial settlement and through to the present day where it is still a venue for social gathering and memory.

Victoria Road and Windsor Reserve share common social and aesthetic values because of the contiguous built form being in harmony with the landscaped open space. The attractiveness of the area is demonstrated by its popularity as a seaside attraction since the 1880's, which has widened to become a national and international visitor destination.

10. Extent of the HHA

Boundary

The boundary of the HHA is shown on Figure 1. It includes all those properties that face onto the western side of Victoria Road from numbers 1 through 95, all those properties on the eastern side from numbers 6 through 56, numbers 5, 12 and 14 Clarence Street and all of Windsor Reserve including the road reserve in front of the ferry terminal and that part of King Edward Parade that intersects the reserve.

The boundary extends to the rear property boundary of each of these properties, not simply the building footprint.

Primary Features

The HHA includes built forms, a continuous streetscape of commercial buildings, open space, road reserves, streets, notable trees and memorials.

Patterns of Development

The current layout of the town was established at the very beginning of colonial settlement. In 1849 the Hundred of Pupuke was established and in 1850 it was subdivided into suburban farms. These were increasingly subdivided to create the legal boundaries of property still extant today. Similarly, the roads and reserves set out in 1850 remain today.

Initially the town grew with the majority of commercial buildings on the western side of the street, with the eastern side remaining mostly residential until well into the 20th century. The driver of this growth was the connection with the ferry service to the main city centre across the harbour and then as the main route north of the city. Business that supported this movement of trade such as hotels, banks and stables thrived. Other businesses grew to support the day-to-day needs of the workers in these trades and their families.

Windsor Reserve was established as a naval reserve on the first Crown Grants and excluded from sale or subdivision. It subsequently moved into community ownership once the Navy relocated to Calliope Dock.

Visual Changes in Historical Character

The HHA has retained much of its original historical character, especially on the western side and within Windsor Reserve. However, there are a small number of changes on the micro-level that are apparent and these include continual renewal of ground level shop frontages and verandah design and paint and colour schemes.

The greatest change has been in the conversion of the eastern side of Victoria Road from residential to commercial use. Where initially there were individual villas and cottages, these were adapted to “home and business” properties, often combining the homes and business premises of professionals such as bankers and doctors. Comprehensive commercial development of each site has followed and all residential buildings, bar one, have now been removed.

While Windsor Reserve has remained sacrosanct as a public space since its inception, its visual character has changed over time with the growth of the trees on the northern part of the reserve. Many of these trees are now enormous and have a huge and positive effect on the visual character of the area.

Natural Features and Landforms

The impact of the natural features and landforms within and immediately adjacent to the HHA cannot be underestimated. Takarunga / Mount Victoria towers over the area at one end and the open sea of the Waitematā Harbour defines it at the other. In between, the spine-like character of Victoria Road extends from the harbour to the top of the gentle slopes of the maunga and is defined by both.

Historic Features

The HHA contains a considerable number of recognised heritage features. Fourteen out of nineteen buildings on the western side of Victoria Road and twenty out of forty-one buildings and features in total are included in Schedule 14.1 of the AUP ODP. This number and density of Scheduled buildings and features sets the Devonport HHA apart from many other historical Auckland suburbs.

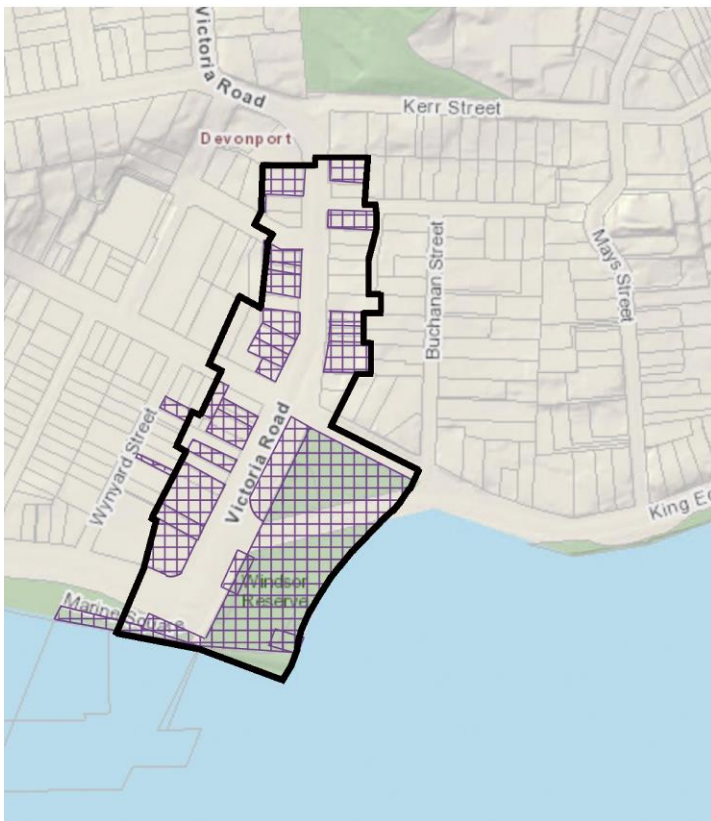
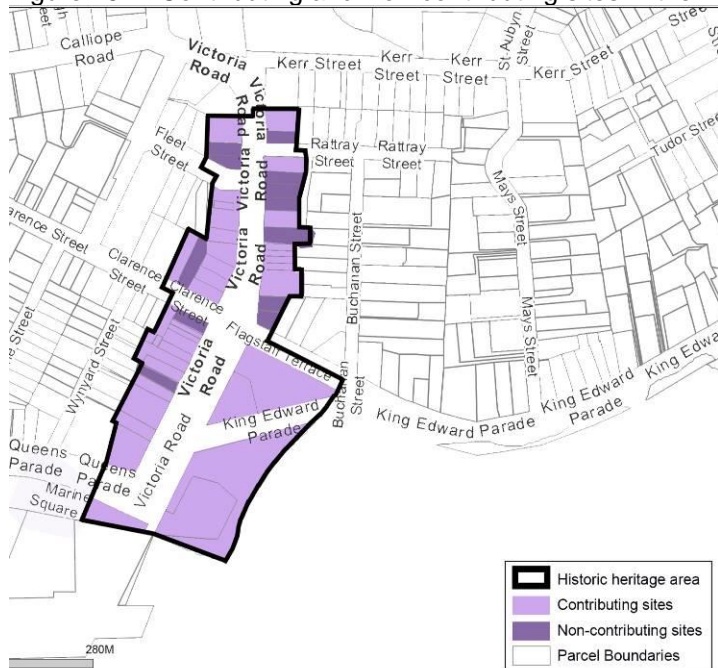


Figure 44 Sites identified in AUP ODP Schedule 14.1

Figure 45 Contributing and Non-contributing sites in the HHA



Spatial Manifestation of Historic Values

The buildings and features within the HHA are a physical manifestation of the early historical values of Devonport. These include many buildings erected by some of the suburb’s first residents and businessmen. The growth and continued success of Victoria Road began with the establishment of the first

schedule ferry service and its importance as the springing point for the main land route north of Auckland. Windsor Reserve retains its links with the Navy and the military through the memorials and the signal tower and as the long-standing focus for community events in the suburb.

Victoria Road also began and remains as the focus of the social values of the HHA especially in its day-to-day activities. Where once were fishmongers, fruit and vegetable shops and draperies, today there are cafés restaurants and other service providers. However, despite the location of the large supermarket nearby, Victoria Road still provides much of the social buzz of its early days.

Victoria Road provides a powerful link between Takarunga / Mount Victoria and Waitematā Harbour – both of which have high Mana Whenua values. Both are significant natural features for Mana Whenua in pre-settlement times and today. Most recently, the traditions of Māori and modern sensitivities have combined in the first nationwide recognition of the Māori celebration of Matariki on June 2022. The hiko from the Library up Victoria Road to a karakia on the summit of Takarunga / Mount Victoria expressed the deep connection of the modern community to its Māori roots.

The intact nature of the main street of the HHA is a physical manifestation of early European life. It provides an opportunity to impart knowledge about early colonial life and increase understanding of the past. Some buildings and places have small interpretation panels attached to them which allow the knowledge values of the HHA to be displayed. These could be extended in the future to further increase the knowledge value of the HHA.

There are no timber buildings remaining in the HHA, with the exception of number 24 Victoria Road. All others are brick or concrete structures. This derives from the devastating fire of 1888 which destroyed many of the first timber buildings and which led to a Borough Council directive that all buildings in the commercial area were thereafter to be constructed using fire resisting materials and technology.

The physical values of the HHA are wide and clearly demonstrated in the subject buildings and features. The large number of Victorian and Edwardian buildings make up continuous terraces along the western side of Victoria Road and have many features in common. These include the full vocabulary of architectural features typical of the era such as decorated plasterwork, high and decorated parapets and pediments, strong horizontal and vertical modulation of the façade with string courses and pilasters, vertically orientated windows carefully located in the overall façade design usually set into deep decorated mouldings, horizontal verandahs and open shop fronts below. They have retained a harmonious common scale of two-storeys and usually with the original pattern of shop with living accommodation over the top.

The eastern side of the street includes three buildings of very high architectural quality, the Victoria Theatre, the former Post Office and the former BNZ Bank building, while the remaining buildings are generally of lesser quality. However, they mostly maintain the sense of cohesion of the western side of street even in a new idiom.

The aesthetic values of the HHA are closely linked to these physical values. The richly decorated facades describe above are of high architectural and aesthetic quality. Particularly notable buildings include the Esplanade Hotel, Mays' Building, Alison's Building, the Post Office, the BNZ building, the Devonia Building and the Victoria Theatre.

When these are linked with the natural and memorial features of the Windsor Reserve and the views north to the maunga above and the harbour below, they provide an HHA with outstanding aesthetic values.

Devonport developed alongside other suburbs during the mid to late 19th century and sits well in the context of Auckland's history.

Key Features of the HHA

The key features of the HHA include the following:

- Continuous and cohesive Victorian and Edwardian commercial terraced buildings of high architectural and aesthetic quality,
- High density of buildings included in Schedule 14.1 of the AUP ODP,
- Original street plan layout,
- Early establishment of Windsor Reserve as public space,
- Strong connection between physical features – Takarunga / Mount Victoria and Waitematā Harbour.

Inclusions / Exclusions

All the properties within the boundary of the HHA are included. This includes the buildings themselves, any more recent additions and any open space within the section. It also includes any buildings which have been identified as “non-contributing” and those with little or no identified heritage values. See Figure 45 for Contributing and Non-contributing sites.

Interiors, street furniture and features that are not specifically identified are also excluded.

Immediate Setting of the HHA

The immediate setting of the HHA includes residential development to the north and east and with many houses and villas that were constructed contemporaneously with the commercial buildings. They also include the original homes of some of the early prominent Devonport people such as Edward Bartley, the architect, and James Mays, part of the Mays family. The HHA was originally surrounded on all sides by houses and so the remaining ones provide an appropriate and sympathetic backdrop to the HHA itself.

To the west, the immediate surroundings include the remaining parts of the Devonport Town Centre Zone. The component buildings are predominantly mid to late 20th century commercial buildings of varied architectural quality. While the buildings on this side do not actively contribute to the HHA they generally continue at least some of the common features such as scale, height and colour of the HHA itself.

The boundaries to the south and southeast are formed by the sea and the waterfront of the Waitematā Harbour.

AUP ODP Overlays

The Devonport residential area has an underlying zone of Single House Zone as well as several important Auckland Unitary Plan overlays that restrict height and development.

The overlays are:

Special Character Overlay Residential and Business; Regional Maunga Viewshafts and Height and Building Sensitive Areas Overlay; Coastal Inundation Overlay; Coastal Erosion Overlay; Flood Plains Overlay; Historic Heritage Extent of Place Overlay; Notable Trees Overlay.

All of these overlays apply to the proposed HHA and therefore reinforce the unique position of the Victoria Road town centre.

11. 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 |
| (f) Physical attributes | Local, Regional, |
| (g) Aesthetic | Local, Regional |
| (h) Context | Local, Regional, |

On the basis that the HHA has been assessed as considerable in four criteria (Historical, Social, Physical and Context) and outstanding in one (Aesthetic), the **Devonport Historic Heritage Area overall has considerable heritage value locally and regionally.**

12. 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	Moderate	Local, Regional
D-	Knowledge	Moderate	Local
E-	Technology	Little	Local
F-	Physical attributes	Considerable	Local, Regional
G-	Aesthetic	Outstanding	Local, Regional
H-	Context	Considerable	Local, Regional

13. Overall significance

Place Name and/or Description	Devonport Historic Heritage Area
Verified Location	The HHA extends northwards up Victoria Road from number 1 to 95 on the western side, numbers 6 to 56 on the eastern side, numbers 5, 12 and 14 on Clarence Street and Windsor Reserve from High Water Mark at the ferry terminal, around the south and east at High Water Mark to its junction with King Edward Parade, down the centreline of the road reserve of Flagstaff Terrace as far as the rear boundary of number 6 Victoria Road.
Verified Legal Description	See Appendix 3
Primary Feature(s)	All buildings facing Victoria Road and part of Clarence Street and all of Windsor Reserve as described above .
Heritage Values	A, B, F, G, H
Exclusions	None
Additional Controls for Archaeological Sites or Features	See Appendix 2
Place of Māori Interest or Significance	None

14. Other recommendations

AUP ODP Height Overlay

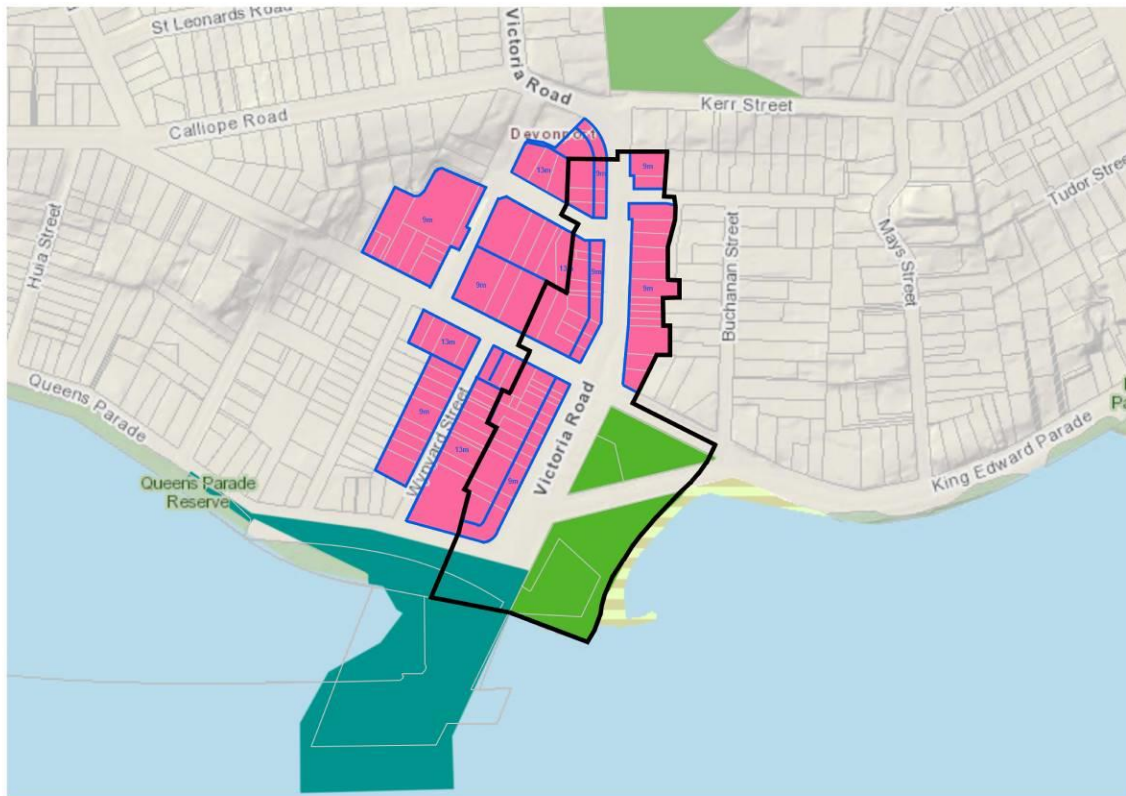


Figure 46 HHA with AUP ODP Height Overlay

The proposed height limits within the Devonport Special Character Area Overlay are contrary to the findings of this HHA and should be amended. The line runs at present approximately 12 metres from the front facades of buildings facing the western side of Victoria Road and appears to be completely arbitrary. Virtually all of the buildings facing Victoria Road are deeper than 12 metres and approval to develop up to 13 metres high up to this line would cause fatal damage to all of these buildings. The line cuts many significant buildings in half such as the Johnstone & Noble building at 12, Clarence Street, Paterson's Stables at 29 Victoria Road and severely truncates others such as Alison's Buildings and Oliver Mays' building. It also negates the significance of some notable later additions such as the brick bakers' ovens at 57 Victoria Road designed by Edward Bartley.

It is proposed that the height dividing line should follow the proposed boundary of the HHA and which follows the property boundaries of the subject buildings.

Windsor Reserve Heritage Values

It is recommended that 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 (ODP). However, we consider that it warrants scheduling as a historic heritage place.

Windsor Reserve

We support the proposed merging of the Windsor reserve Memorial Fountain, the Hydrographic Survey Station, the Memorial to Mays & Franklin and the Nothing Happened plaque in Plan Change 82 into one Historic Heritage Place called the Windsor Reserve Commemorative Landscape.

15. 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 Inventory of Buildings, Features and Sites included in the HHA**
- Appendix 2 Identification of NZAA archaeological sites Devonport HHA**
- Appendix 3 Legal Descriptions and Record of Title Identifiers, Deeds Register and/or Gazette notice information of HHA.**

Appendix 1 Inventory of Buildings, Features and Sites Devonport HHA

Note: All ratings for buildings included in Schedule 14.1 of the AUP OPD are shown as currently published and do not include proposals in PC 82.

VICTORIA ROAD – West

Address	Other name (if applicable)	
1 Victoria Road	The Esplanade Hotel	
2022 Photo	Historical Photo	
		
Brief History	Date	1903
<p>The site was originally part of John Logan Cambell's Crown Grant, acquired in 1857. Campbell sold the land to the Holmes brothers who were active in the very early history of Devonport. Originally shipbuilders, they set up the first ferry service and erected a large two-storey hotel known as the Flagstaff Hotel on the site to complement their new ferry service. It was designed by Richard Keales, one of Auckland's first architects and at the time was one of the few hotels in Auckland. In 1902 the Holmes brothers sold the site to a subsidiary of Campbell's current company and moved the hotel in its entirety to the west, onto the corner of Wynyard Street, where it was used as staff accommodation for the new hotel. The new hotel was far grander and was designed by the engineer and architect Ashley Hunter. It opened in 1903 to glowing reviews. The new hotel set the scene for the "holiday village" experience of Devonport in the early days of the suburb and was hugely popular as a place for families, travellers or workers to stay or gather. The bar area was carefully designed to be separate from the more family-oriented hotel functions. The Esplanade has remained literally the cornerstone of the Devonport town centre ever since and through to the present day.</p>		
Building Description		
<p>Three storeys brick construction, with painted decorative plaster finish, including moulded parapet decoration, with cupulas, lanterns, arched pediments and urns, moulded window surrounds, deep string courses, fluted pilasters with Ionic capitals and ashlar courses, timber joinery and curved corrugated iron enclosed verandah. The parapet decoration of cupulas and lanterns is reminiscent of Far Eastern British outpost such as Singapore.</p> <p>The façade is broken by two ground floor and one two-storey balconies (originally covered verandahs.) The building wraps around the corner of Victoria Road and Queens Parade, with main frontage on splayed angle and dominates the entry to Devonport from the ferry.</p> <p>The building steps down to one and two storeys at the rear with some original and some more recent ad hoc additions.</p>		
Architectural Style	Edwardian colonial	
Modifications		
The building remains significantly unmodified on its main facades. However, the		



original covered first floor verandahs on the sides have been removed and are now balconies with modern iron railings and the main front covered verandah has been enclosed.

There will be numerous modifications internally but these are not included in this assessment.



Schedule 14.1 ref	Rating	Schedule 14.1 Heritage Values	HNZ Listing
01120	A	ABFGH	4515 Cat 1

Significance



The building has **Outstanding Significance regionally** for its Historical, Social, Physical, Aesthetic and Context factors.


Address		Other name (if applicable)	
3 Victoria Road		Devonport Borough Council Building Previously Devonport Post Office	
2022 Photo		Historical Photo	
			
Brief History		Date	1908 / 1940
<p>The first Borough Council was formed in 1887 and a Municipal Building was constructed on the naval reserve on the opposite side of the road on the site of the current library.</p> <p>In 1902 the site between the Esplanade Hotel and Lane's bakery was purchased from Selwyn Mays for a new post office and two two-storey timber building were demolished. The design followed a recognisable style common to many other post offices erected by the Public Works Department at that time. The building was opened by the Prime Minister, Sir Joseph Ward on 28th March 1908.</p> <p>In 1939 the Post Office vacated the building and moved to new premises on the other side of Victoria Road. The Council had long been wrestling with the desire to erect new Municipal Chambers and designs were sought from many quarters, including Devonport's most prominent architect Edward Bartley. However, cost was always deemed prohibitive, and so when the original Post Office became available, the Council bought the building and converted it for its new offices. The architect was William Bloomfield an Auckland who trained in Pennsylvania and in Europe. His design completely changed the original Edwardian design. The façade was completely remodelled and remade in a "Moderne" style and the interior gutted and re-ordered. It opened with no fanfare in June 1940.</p> <p>However, following amalgamation with the North Shore Council and then the Unitary Council, the building became redundant and at the time of writing is still unoccupied.</p>			
Building Description			
<p>Brick two-storey building with decorative plaster finish in three bays, with three windows in the central bay and one per side bay. The string courses are recessed and there are fluted pilasters between the bays and a central flag pole on three decorative brackets. Window joinery at first floor is timber vertical sliding sash with horizontal astragals and aluminium windows at ground floor. The front entrance door is 5-panelled. Full width glazed verandah on steel verandah posts. Concrete disabled access ramps.</p> <p>There is an alleyway to the south and some Edwardian door and window joinery remains here.</p>			



Architectural Style		Moderne	
Modifications			
The building façade was completely remodelled and the interior re-ordered when it changed from the Post Office to the Municipal Chambers in 1939. Various additions were made to the rear. A glazed steel verandah has been added.			
Schedule ref	14.1	Rating	Schedule 14.1 Heritage Values
01121		A*	ABFGH
Significance			
The building has Outstanding Significance regionally for its Historical, Social, Physical, Aesthetic and Context factors.			


Address	Other name (if applicable)	
5- 15 &19 Victoria Road	Oliver Mays' Building & Dunning Estate	
2022 Photo	Historical Photo	
		
Brief History	Date	1882
<p>This building comprises three separate structures. These are numbers 5-7, numbers 13 – 15 and numbers 17-19.</p> <p>Numbers 5 - 7 Victoria Road was originally a two-storey timber building set back from the street and became the home of Lane's Tea Rooms. In 1909 it was replaced in brick but Lanes remained as occupiers. The shop sold a range of baked goods and also included a seating area. It was very popular with residents, workers and day trippers alike.</p> <p>7 – 15 Victoria Road was constructed c1882 in brick by Oliver Mays and was one of the few buildings which survived the massive fire in central Devonport which wiped out most of the timber buildings in 1888. In 1909 the building was extended to include number 5.</p> <p>Number 19 was added shortly after for the Dunning family after 1888.</p> <p>Mays was one of the major personalities in the foundation of Devonport, (see Historical Background). Originally a teacher he helped establish the Devonport Primary School but was also a storekeeper and land agent and became the first postmaster of Devonport. He became active in local politics and sat on numerous boards such as the Waitematā Harbour Board and sat on Council for several years. He bought sections 27 and 28 on Victoria Road (number 7 – 15 Victoria Road today). In 1882 he built a store and post office. By building these in brick, he probably prevented the 1888 fire from extending all the way to the Flagstaff Hotel on the waterfront.</p> <p>Occupiers of the shops in this block have included many fruit and vegetable stores, a confectioner, a dairy and in number 19 a café and fish shop.</p>		
Building Description		
<p>Two-storey brick with decorative plaster façade broken into 5 bays, this is the largest single building facing onto Victoria Road. The central bay has a raised curved pediment and a trio of Venetian-style windows at first floor and a barrel-vaulted verandah at ground level leading to an arcade. The bays either side of it have plaster balusters at pediment, with deep plastered dentils supporting it, pairs of Venetian arched windows and string courses. The southern-most bay follows this pattern, but the northern one (number 19) is larger and is broken into two further bays with plain rounded pediments and single windows per bay. Roofs are individual and hipped.</p> <p>The ground floor consists of open glazed shopfronts.</p> <p>A steel roofed verandah with steel posts extends either side of the barrel-vaulted central bay along the street.</p> <p>An arcade has been created running through the building at ground floor linking</p>		

<p>Victoria Street with Wynyard Street. Some of the original internal features of the building have been exposed by the creation of the arcade and these include a range of baker's ovens and a kitchen range and chimney.</p> <p>The entrance to the arcade has a multi-paned coloured glass arched light over wrought iron gates and scrolled brackets.</p> <p>There are four shops at street level and panelled entrance doors to the stairs and first floor apartments. Three of the shopfronts are modern, but number 19 has an early tiled frontage including inset ceramic fish motifs.</p>						
Architectural Style		Victorian commercial terrace.				
Modifications						
<p>The original building at 7 – 15 Victoria Road consisted of only 3 bays. By 1909 number 5 had been acquired and rebuilt in brick to follow the design of its neighbour and number 19 added in c1888.</p> <p>The central bay of the building originally included an arched alleyway leading to stables at the rear of the building. This was closed off to create another shop in 1905. In 1994 the passageway was opened up again to create an arcade that links through to Wynyard Street.</p> <p>The shop fronts at ground floor have mainly been remodelled in modern plate glass and aluminium, but the bookshop at 17 retains its old stall riser and recessed door.</p>						
Schedule ref	14.1	Schedule rating	14.1	Schedule values	14.1	HNZ List
01122		A*		ABFGH		
Significance						
The building has Outstanding Significance regionally for its Historical, Social, Physical, Aesthetic and Context factors.						



Address		Other name (if applicable)	
21 Victoria Road		(Former ASB Bank)	
2022 Photo		Historical Photo	
			
Brief History		Date	1960s
<p>Site of ASB Bank, built in 1901 and demolished in 1965. This building was erected in the grand manner of bank architecture using strong classical motifs with three bays of double storey arches with decorative plaster detailing and modelling. Its replacement in the 1960s with a bland design unsympathetic to the scale quality of its neighbours interrupts the continuity of the rest of the streetscape.</p>			
Building Description			
<p>2 storey concrete with wide curved pediment and full-width glass at first floor. Flat verandah above street and modern shopfront below. Verandahs are in line with its neighbours but the roof and pediment are considerably lower.</p>			
Architectural Style		Modern	
Modifications			
n/a			
Schedule 14.1 ref	Rating	Schedule 14.1 Heritage Values	HNZ Listing
n/a			
Significance			
None			

Address		Other name (if applicable)	
23 – 25 Victoria Road		Dunning's Estate	
2022 Photo		Historical Photo	
			
Brief History		Date	1890s
<p>Built in the 1890s as two shops with accommodation above. Early occupants of the shops include Lowe's Drapery and later the Brighton Fruit Palace.</p>			
Building Description			
<p>Two-storey brick with decorative plaster façade broken into two bays. One bay has a single arched window, while the other has two. Plaster moulding includes pilasters, string courses and pediment edging. Lean-to verandahs cover the footpath. Ground floor divided into two shops. One of the shopfronts is glass and aluminium with stall risers and recessed entry, while the other is a modern timber and glass design.</p>			
Architectural Style		Victorian commercial terrace.	
Modifications			
Schedule 14.1 ref	Rating	Schedule 14.1 Heritage Values	HNZ Listing
01126	B	ABFGH	
Significance			
<p>The building has Considerable Significance locally for its Historical, Social, Physical, Aesthetic and Context factors.</p>			



Address		Other name (if applicable)	
29 Victoria Road		Paterson's Stables (aka Parson's Stables)	
2022 Photo		Historical Photo	
			
Brief History		Date	c1888
<p>Built as a Stables, Livery and Bait building for W. Parsons & Sons, likely after the 1888 fire.</p> <p>The original wood and iron stable was owned by Mr Paterson and survived the 1888 fire but was replaced by the Parson's stables in 1906. In 1914 Edward Bartley redesigned a continuous plate glass frontage with a verandah canopy. Later it housed the Mutual Stores.</p>			
Building Description			
<p>Single storey building with hipped roof and three shop units below. Large barrel vaulted corrugated iron verandah.</p> <p>Ground floor divided into 3 shops with three shopfronts. The two side shopfronts still retain a traditional shopfront with stall-riser, but the central one has no shopfront as such.</p>			
Architectural Style			
Modifications			
<p>Early photographs show the frontage of the Stables building divided into 3 bays – a central alleyway to the stables themselves and two shop units on either side. The frontage appears to be in timber construction. The stables were converted to a single shop in 1914 and then again into three some time later. The current layout is also broken into three units but these are recent.</p> <p>No verandah was present originally but a large barrel-vaulted verandah has been added at some time.</p>			
Schedule ref	14.1	Rating	Schedule 14.1 Heritage Values
			HNZ Listing
Significance			
<p>Not recognised by Council in AUP Schedule 14.1, but may have considerable local significance due to its Historical, Social, Physical and Context values due to its age, its importance as part of early transport movements, its original single storey fabric and form and its context in the historic streetscape.</p>			



Address		Other name (if applicable)	
33 & 37 -39 Victoria Road		"1888 Building"	
2022 Photo		Historical Photo	
			
Brief History		Date	1888
Built in 1888 for Mr Jervis.			
Building Description			
<p>Two-storey brick with decorative plaster façade broken into 5 bays. The central bay has a triangular pediment with the date "1888" picked out in moulded plaster. Other plaster detailing includes pilasters with ashlar coursing, string courses and half window facings.</p> <p>A lean-to verandah covers the footpath.</p> <p>A narrow alleyway extends to the rear of the property between number 33 and 35. (There is no number 35).</p> <p>The shopfronts include glass and aluminium, but also false a stacked stone panel.</p> <p>Ashlar pilasters at the sides remain.</p>			
Architectural Style		Victorian commercial terrace	
Modifications			
<p>The façade is reasonably intact with main modifications limited to the verandah. Originally the verandah was broken at the central bay with a gable fronted hip roof with filigree infill detail. This has been removed and the lean-to form continued throughout. This line of the verandah is distorted, however, by the placement of the current signboard above the verandah eave, rather than hanging from below.</p> <p>The current paint scheme interrupts the cohesiveness of the original design, by picking out two bays in a different colour to the other three.</p>			
Schedule 14.1 ref	Rating	Schedule 14.1 Heritage Values	HNZ Listing
01127	B	AH	
Significance			
The building has Considerable Significance locally for its Historical, Social, Physical, Aesthetic and Context factors.			


Address		Other name (if applicable)	
41 & 43 Victoria Road		Buchanan's Building (site of old smithy)	
2022 Photo		Historical Photo	
			
Brief History		Date	1888
<p>This is named after the original owner and is the remnant of a larger building built after the fire of 1888. First occupiers were a bootmaker and a chemist. From 1901 a dairy company and fish shop were long-standing occupiers.</p>			
Building Description			
<p>Two-storey brick with decorative plaster façade broken into two bays. The two bays have similar details to their neighbour the "1888" building, but have different pediments. Number 41 has a flat pediment, while 43 has a small half rounded parapet. Lean-to roofs and additional single storey additions at the rear, lean-to verandah at the front. Shopfronts include timber sliding folding doors and timber and glass with low stall riser.</p>			
Architectural Style		Victorian commercial terrace	
Modifications			
<p>The half rounded parapet to number 41 has been removed at some point and the first floor window has been modified with modern timber casements. Each building has been painted a different colour which interrupts the rhythm of the overall terrace.</p>			
Schedule 14.1 ref	Rating	Schedule 14.1 Heritage Values	HNZ Listing
01129	B	ABFGH	
Significance			
<p>The building has Considerable Significance locally for its Historical, Social, Physical, Aesthetic and Context factors.</p>			

Address		Other name (if applicable)	
45 Victoria Road			
2022 Photo		Historical Photo	
			
Brief History		Date	1960s
Originally the site of another of Buchanan's buildings which was demolished in the 1960s.			
Building Description			
Single storey flat roofed corner building with corner access to former bank. Concrete construction with render and ceramic tiles with aluminium glazed shop front.			
Architectural Style		Modern	
Modifications			
Schedule 14.1 ref	Rating	Schedule 14.1 Heritage Values	HNZ Listing
Significance			
None. However, this modern single storey building is intrusive in the overall streetscape, interrupting the otherwise near continuous rhythm of decorated two-storey buildings that complete the rest of the lower Victoria Road block.			


Address		Other name (if applicable)	
12 Clarence Street		Johnstone & Noble Building	
2022 Photo		Historical Photo	
			
Brief History		Date	1905
Built for Messrs Johnstone and Noble, as a grocery shop with living accommodation on first floor.			
Building Description			
<p>Two-storey brick corner building with decorative plaster detailing to both street frontages and timber window joinery. The façade is broken into five bays on Clarence Street and three bays on Victoria Road. There is a substantial rounded pediment at the centre of each side supported by scrolls. Below that are corniced string courses, pilasters with Ionic capitals and ashlar moulding at ground floor and deeply hooded window facings.</p> <p>Each bay on Clarence Street has one window at first floor while on Victoria Road there are two bays to each side and one to the central bay.</p> <p>At ground floor on Clarence Street there are three windows matching the first floor design, one door and one modern window on the corner. At ground floor the same modern windows are repeated together with timber entrance doors to the shop. The rest of the shop front includes sliding folding doors and timber glazed windows.</p> <p>A cantilevered verandah with tie rods extends from the top of the Victoria Road frontage to one bay around Clarence Street.</p> <p>The roof form of the building includes two pitched roofs extending from Victoria Street. A gable roof with hipped rear covers the upper bay on Victoria Road, while the rest of the building is covered by a double hipped roof.</p> <p>Clarence Street slopes down quite steeply from the corner and the building follows.</p>			
Architectural Style		Victorian commercial terrace, corner building	
Modifications			
The building is mostly intact externally. However, one window on Clarence Street has been cut down to form a door and all the original street frontages have been modified with modern timber joinery.			
Schedule ref	14.1	Rating	Schedule 14.1 Heritage Values
01130		B	ABFGH
Significance			
The building has Considerable Significance locally for its Historical, Social, Physical, Aesthetic and Context factors.			

Address		Other name (if applicable)	
53 & 55 Victoria Road		Verran's Building	
2022 Photo		Historical Photo	
			
Brief History		Date	1890
Occupiers of this building have included a boot shop, a laundry and a fruiterer. Built for Mr Verran originally as a butchery shop with two ground floor shops.			
Building Description			
<p>Two-storey brick terrace with decorative plaster moulding. The façade is broken into three bays with a simple rounded pediment above a plain parapet. Other decorative mouldings include simple pilasters, cornice and string courses with no window mouldings.</p> <p>A lean-to verandah supported by tie-rods covers the footpath.</p> <p>The three ground floor shop fronts do not appear to relate to the bay divisions above and the current shop layout is complicated.</p> <p>Roofs include two unequal pitched roofs, hipped at the rear, with small single storey additions at the rear.</p>			
Architectural Style		Victorian commercial terrace	
Modifications			
<p>The façade is relatively plain and it is likely that some of the original detail has been removed in the recent past.</p> <p>The shopfronts have undergone a number of changes especially in the 1920s and are now a mixture of plastered brick with timber and glass over. One of these has cathedral glass clerestorey lights.</p>			
Schedule 14.1 ref	Rating	Schedule 14.1 Heritage Values	HNZ Listing
01131	B	ABFGH	
Significance			
The building has Considerable Significance locally for its Historical, Social, Physical, Aesthetic and Context factors.			

Address		Other name (if applicable)	
57 & 59 Victoria Road		Victoria Arcade, Edinburgh Bakery	
2022 Photo		Historical Photo	
			
Brief History		Date	1898/99
<p>The two-storey brick building was built after the 1888 fire as the Edinburgh Bakery building and continued as a bakery for several years. Additional ovens were designed by the architect Edward Bartley in 1904.</p>			
Building Description			
<p>Two-storey brick terrace with decorative plaster moulding. The façade is broken into three bays with one window per bay. Other decorative mouldings include a plain parapet cornice and string courses with raised mouldings with expressed keystones to arched windows.</p> <p>A square boxed verandah supported on decorative columns covers the footpath.</p>			
Architectural Style		Victorian commercial terrace	
Modifications			
<p>A three storey bakehouse was added some time in 1904 designed by Edward Bartley, comprising a brick cellar, three ovens at ground floor and a loft at first floor.</p> <p>Recent modifications have created an arcade, a restaurant and a gym.</p>			
Schedule 14.1 ref	Rating	Schedule 14.1 Heritage Values	HNZ Listing
01133	B	ABFGH	
Significance			
<p>The building has Considerable Significance locally for its Historical, Social, Physical, Aesthetic and Context factors.</p>			


Address		Other name (if applicable)	
61 Victoria Road		Devonia Building	
2022 Photo		Historical Photo	
			
Brief History		Date	1926
<p>Built in 1926 the Devonia building was designed by Auckland's most prominent Arts and Crafts Architects' of the 1920's and 30's, Sholto Smith and Thomas Coulthard Mullions.</p> <p>Their firm of Smith, Mullions and MacDonald were responsible for many residential and commercial in central Auckland and specialised in the use of ferro-concrete construction in residential buildings in the city, for example Chancery Chambers O'Connell St, Lister Building Lorne St and Shortland Flats- the smallest example of skyscraper gothic .</p> <p>The Devonia Building is a good illustration of their style, being a two storey commercial building made up of 5 shops on the ground floor and an assembly hall upstairs reached by a grand curved staircase. The room was designed for public and musical events. It demonstrates the Stripped Classical style typical of the inter-war years. It has been owned by the Returned Services Association since 1954 and used for their meetings and other public events since that time.</p>			
Building Description			
<p>Decorative plaster façade, with pedimented end bays and central bay divided by seven large steel framed windows.</p> <p>The upper floor of the front façade includes ashlar courses, fluted pilasters between the windows and stylised capitals enclosing semi-circular arched motifs.</p> <p>The windows are multipaned steel with one opening light at the top. "DEVONIA BUILDING" is picked out in moulded plaster on the parapet. The roof is a single pitch.</p> <p>A long flat verandah covers the footpath, supported on steel tie rods. Below are five shops all of which retain original leaded clerestorey lights with cathedral and faceted glass and a shield motif, recessed entrances and chequered black and white tiles.</p> <p>The entrance to the assembly rooms is via a pair of three-panelled doors with diagonal crossed glazing bars under an arched leadlight fanlight.</p>			
Architectural Style		Interwar Modern	
Modifications			
<p>The exterior remains very much unmodified. The original condition of the shopfronts is particularly significant as these are nearly always vulnerable to modernisation.</p>			
Schedule 14.1 ref	Rating	Schedule 14.1 Heritage Values	HNZ Listing

01134	A*	ABFGH	
Significance			
The building has Outstanding Significance regionally for its Historical, Social, Physical, Aesthetic and Context factors.			

Address		Other name (if applicable)	
69 & 71 Victoria Road			
2022 Photo		Historical Photo	
			
Brief History		Date	1912
Designed by Edward Bartley for Mrs Buchanan as two shops with a dwelling and showroom above, later a dwelling. Edwardian baroque typical of his later work.			
Building Description			
<p>2-storey commercial terrace with decorative façade and shops below.</p> <p>The façade is dominated by a Doric pediment with square parapet above and four pilasters below with scrolled capitals. The end bays have a single window while the centre bay has four. The windows are framed with moulded facings with stylised keystones at their tops.</p> <p>There are two shops below, one with a modern glass and aluminium shopfront and the other, a modern glass and timber frontage.</p> <p>The verandah is a flat barrel vault with round steel poles.</p>			
Architectural Style			
Modifications			
All first floor front windows have been replaced in aluminium. Both shopfronts are recent.			
Schedule 14.1 ref	Rating	Schedule 14.1 Heritage Values	HNZ Listing
01135	B	ABFGH	
Significance			
The building has Considerable Significance locally for its Historical, Social, Physical, Aesthetic and Context factors.			



Address		Other name (if applicable)	
73 – 79 Victoria Road		Alison's Buildings	
2022 Photo		Historical Photo	
			
Brief History		Date	1906
<p>Built for one of Devonport's earliest settler families, the Alisons, probably as an investment property. Alexander Alison was an important boat builder and his son Ewen a prominent local politician including Devonport Mayor. A fire in 1930's led to three of four shops being rebuilt to the design of architect Clinton Savage, a regionally significant designer.</p>			
Building Description			
<p>Two-storey commercial terrace with decorative façade and shops below. The façade has exposed painted brickwork with tuck pointing and is divided into three bays with a wide Doric pediment with the date "1906" at the centre of the parapet. The parapet has four small truncated pilasters with decorative tops and a raised sign board with "ALISON'S BUILDINGS" at the centre. Other plaster mouldings include a cornice with small dentils, string courses, raised window surrounds to the upper half of the windows, flat panels between the windows and semi-circular detailing over.</p> <p>The windows are framed with moulded facings with stylised keystones at their tops.</p> <p>There are three shops below, one with a modern glass and aluminium shopfront and the others have modern glass and timber frontages. Some original features remain such as panelled entry doors.</p> <p>The verandah is lean-to with round steel poles.</p>			
Architectural Style		Edwardian commercial	
Modifications			
The shopfronts have been modernised over time and the verandah has been replaced in modern corrugate.			
Schedule 14.1 ref	Rating	Schedule 14.1 Heritage Values	HNZ Listing
01136	A*	ABFGGH	
Significance			
The building has Outstanding Significance regionally for its Historical, Social, Physical, Aesthetic and Context factors.			

Address		Other name (if applicable)	
81 Victoria Road		Auckland Gas Company (former)	
2022 Photo		Historical Photo	
			
Brief History		Date	c1890 - 1910
Unknown.			
Building Description			
<p>Two-storey commercial terrace, with pediment over single bay and three windows. Brick with decorative plaster including two pilasters at each side topped with stylised urns, string courses and window heads. The pilasters continue to ground level and change to fluted.</p> <p>The verandah is lean-to supported on square timber posts. The ground floor includes one shop front with deeply recessed door and separate entrance door to the first floor accommodation.</p>			
Architectural Style		Victorian commercial terrace	
Modifications			
Modern shopfronts have been inserted with glass and aluminium over solid stall risers.			
Schedule 14.1 ref	Rating	Schedule 14.1 Heritage Values	HNZ Listing
01137	B	ABFGH	
Significance			
The building has Considerable Significance locally for its Historical, Social, Physical, Aesthetic and Context factors.			


Address		Other name (if applicable)	
83 & 85 Victoria Road		Watkins Building	
2022 Photo		Historical Photo	
			
Brief History		Date	1910
Designed by Henry Ariba for G Watkins as a single large shop and first floor showroom. Notable for using a structural iron frame to allow a greater floor span. Occupied originally by a drapery and bootmaker.			
Building Description			
2-storey commercial terraced corner building with decorative plaster finish. The frontage is divided into four bays with square pilasters and one window per bay. The windows have deep plastered hoods over rounded lintols. The cornice has “egg and dart” modelling below and supports a plain parapet above. The building was extended at ground floor to cover the whole site. A lean-to verandah is cantilevered off the wall and supported by steel ties with no posts. The ground floor is divided into two shops each with timber joinery and deeply recessed entry doors. The side of the building facing Fleet Street is plain with a number of utilitarian windows and a tangle of service pipes.			
Architectural Style		Edwardian commercial.	
Modifications			
Shopfronts have been partially modernised but still retain some original features.			
Schedule 14.1 ref	Rating	Schedule 14.1 Heritage Values	HNZ Listing
01138	B	ABFGH	
Significance			
The building has Considerable Significance locally for its Historical, Social, Physical, Aesthetic and Context factors.			

Address		Other name (if applicable)	
87 & 89 Victoria Road			
2022 Photo		Historical Photo	
			
Brief History		Date	1960s
Building Description			
2-storey square corner building with concrete post and beam construction and flat roof and single storey addition at rear on Fleet Street. Infill panels are modular timber framed glazing, textured brick or plaster. Square verandah wraps partly around onto Fleet Street.			
Architectural Style		Postwar	
Modifications			
Schedule 14.1 ref	Rating	Schedule 14.1 Heritage Values	HNZ Listing
Significance			
None. This building does not contribute to the historic streetscape.			

Address		Other name (if applicable)	
93 Victoria Road		Friendly Societies Hall	
2022 Photo		Historical Photo	
			
Brief History		Date	1950s
<p>The Devonport United Friendly Society formed in Devonport in 1924. It was one of hundreds of such societies set up in New Zealand before the advent of the welfare state. Members made a small subscription that enabled the society to help members and their families in times of illness and death. The Devonport society was dissolved in 2019 and its Devonport properties were sold. The present building was built in the 1950's.</p>			
Building Description			
<p>2-storey concrete and brick commercial building with square front, flat parapet with three bays of timber framed glazing below and three shops at ground level. Stepped verandah over the street timber posts.</p> <p>The street front is out of character with the rest of Victoria Road, being partly solid brick with utilitarian obscured windows at high level.</p>			
Architectural Style		1960s	
Modifications			
Schedule 14.1 ref	Rating	Schedule 14.1 Heritage Values	HNZ Listing
Significance			
None. This building does not contribute to the heritage streetscape.			

Address		Other name (if applicable)	
95 Victoria Road		Princess Building	
2022 Photo		Historical Photo	
			
Brief History		Date	1913
Originally known as Hardley's buildings were designed by architect T.W May as five shops in three sections, with accommodation above. Original verandahs were barrel vaulted.			
Building Description			
Ornate 2-storey brick terrace in five bays, large pediment over two bays with balustrated parapet over remainder. Decorative plaster finishes includes cornice and string cornices and flat pilasters topped with stylised urns. The two bays under the pediment have pairs of windows with bracketed hoods, while the other three bays have double windows with textured plastered panels with rosettes at each corner.			
The building steps down the street with matching stepped verandahs. One cast iron column with decorative capital remains. Others are timber or steel.			
There are five shops (restaurants) at ground level all with recessed entry doors and a mixture of aluminium and timber joinery. Green and white tiles are fixed along the stall risers of all shopfronts.			
Architectural Style		Edwardian commercial terrace	
Modifications			
Schedule ref	14.1	Rating	Schedule 14.1 Heritage Values
01140		B	ABFGH
Significance			
The building has Considerable Significance locally for its Historical, Social, Physical, Aesthetic and Context factors.			

VICTORIA ROAD – East


Address		Other name (if applicable)	
6 & 8 Victoria Road			
2022 Photo		Historical Photo	
			
Brief History		Date	1990s
Building Description			
<p>Modern concrete and glass flat roofed corner building, set back from the street front. Broken up into four bays with offices at first floor and shop units at ground floor. A long flat cantilevered verandah shades the footpath. The side elevation onto Flagstaff Terrace has masonry infill and small windows.</p>			
Architectural Style			
Modifications			
Schedule 14.1 ref	Rating	Schedule 14.1 Heritage Values	HNZ Listing
Significance			
None.			


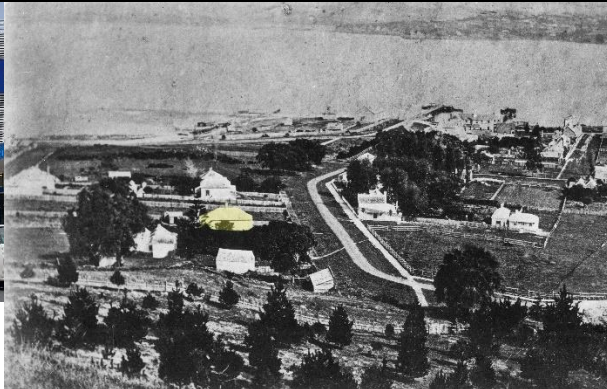
Address		Other name (if applicable)	
10 Victoria Road		Devonport Post Office	
2022 Photo		Historical Photo	
			
Brief History		Date	1938
<p>The Post Office was erected as part of the first Labour government's programme of social assistance and reforms following the Great depression of the 1930s. Its construction coincided with the passing of the first Social Security Act in 1938 and all post offices became the location for multiple social services alongside their traditional post and telegraph functions.</p> <p>In 1991 the Post Office was closed and the building was taken over by "Jacksons Muzeum" and in 2007 this too closed and the building was converted to an arcade of shops.</p>			
Building Description			
<p>Two-storey building with mansard roof conversion and extensive two-storey additions to the rear. The main building is plastered concrete with strong horizontal square string courses and hoods over windows. "DEVONPORT POST OFFICE" is picked out in raised lettering above the ground floor windows. The windows are steel framed with mostly horizontal astragals and horizontal detailing between them. A single flag pole is fixed above the small first floor window.</p> <p>The building has a side alley on both sides and is separated from its neighbours.</p>			
Architectural Style		Moderne	
Modifications			
<p>This is an outstanding example of 1930s design which remains very true to its architectural origins.</p> <p>The interior of the original post office has been lost but the spaces and structure remain. The roof has been converted to create a second floor apartment with clear glass balustrades and retaining the mansard roof form. Two-storey additions have been constructed at the back.</p>			
Schedule 14.1 ref	Rating	Schedule 14.1 Heritage Values	HNZ Listing
01123	A*	ABFGH	4510 Cat 2
Significance			
<p>The building has Outstanding Significance regionally for its Historical, Social, Physical, Aesthetic and Context factors.</p>			


Address		Other name (if applicable)	
14, Victoria Road		BNZ Building (former) Patriot Pub	
2022 Photo		Historical Photo	
			
Brief History		Date	1926
<p>The bank was constructed on land owned by the Grammar School Trust in 1925-6. It was designed by Edward Mahoney & Son, a prominent architectural firm in Auckland which had completed numerous other bank buildings. It was designed in a "Stripped Classical" style which included many of the classical features associated with bank buildings throughout the country, but in a somewhat simpler manner. The building included a banking hall on part of the ground floor, with manager's rooms at the rear and on the first floor.</p> <p>In 1975 the bank moved to other premises in Victoria Road and the building was used by a series of cafes and restaurants. It is currently the home of the "Patriot" pub.</p>			
Building Description			
<p>Two-storey brick building with strong classical features in brick and plaster. There are four flat pilasters with Ionic capitals extending from an ashlar base at ground level to above the first floor, a deep cornice and plain parapet above. The "BANK OF NEW ZEALAND" is picked out in raised lettering below the cornice. There are three windows at first floor, one in each bay and two at ground floor flanking the grand entrance doors. These are accessible up a number of steps from the footpath.</p> <p>The windows are multi-paned at first floor and timber at ground floor. The entrance doors are double, with deeply moulded panels. A BNZ logo is engraved on the glass.</p>			
Architectural Style		Stripped Classical Revival	
Modifications			
<p>The exterior of the building remains mainly intact apart from a recent dark grey colour scheme and the addition of four gold motifs on the spandrel panels below the first floor windows. Internally all of the original banking fittings have been removed.</p>			
Schedule 14.1 ref	Rating	Schedule 14.1 Heritage Values	HNZ Listing
01124	A*	ABFGH	4511 Cat 2


Significance
The building has Outstanding Significance regionally for its Historical, Social, Physical, Aesthetic and Context factors.

Address		Other name (if applicable)	
16 & 18 Victoria Road			
2022 Photo		Historical Photo	
			
Brief History		Date	1925
This building was constructed in 1925 for T Iremonger as a pair of shops with flats above.			
Building Description			
<p>2-storey plastered brick and concrete frame in two distinct mirrored bays, there are high side and central parapets running back the full depth of the building, a deeply overhanging roof, two bracketed oriel windows and multi-paned windows between. There are two shop units at ground floor each with fully opening shop fronts and a wide cantilevered verandah supported on steel ties.</p> <p>The roof is profiled metal, steeply pitched facing the front and, unusually in the street, is visible and pitched towards the front, while the rear roof has a more gentle slope towards the rear.</p>			
Architectural Style			
Modifications			
The original open verandahs facing the street have been filled in. The shopfronts have both been modified to allow for full width opening with sliding folding doors.			
Schedule 14.1 ref	Rating	Schedule 14.1 Heritage Values	HNZ Listing
01125	B	ABFGH	
Significance			
The building has Considerable Significance locally for its Historical, Social, Physical, Aesthetic and Context factors.			



Address		Other name (if applicable)	
20 & 22 Victoria Road			
2022 Photo		Historical Photo	
			
Brief History		Date	1990s
Building Description			
<p>Recently refurbished two-storey building with curved lattice work screening the façade.</p> <p>The building is recessed into the slope behind with the ground floor buried and a car park over at the rear is accessed from Rattray Street.</p>			
Architectural Style			
Modifications			
Schedule 14.1 ref	Rating	Schedule 14.1 Heritage Values	HNZ Listing
Significance			
None. The building continues the scale of its neighbour to the south, but its modern façade is intrusive to the continuity of the streetscape.			


Address		Other name (if applicable)	
24 Victoria Road			
2022 Photo		Historical Photo	
			
Brief History		Date	Possibly 1840s
<p>One of Devonport's earliest settlers William Oliver is thought to have purchased this site as part of a larger block and built a house here in 1846, the first ever built on the north shore. It was in the house in 1849 that the first self-government process on the shore began with the election of three wardens to the Hundred of Pupuke. After his death the house was bought by Joseph Glenney who built a villa there but the rear walls of the existing house are thought to be original to William Oliver's house. It is now the Signal Hill Restaurant and Bar.</p>			
Building Description			
<p>The only residential building remaining on the east side of Victoria Road and set higher than the street on the natural slope of the site. Originally a typical "U" shaped hipped roof cottage with timber-framed weatherboarded walls, timber windows and a verandah, it has been considerably modified both internally and externally.</p>			
Architectural Style		Victorian cottage	
Modifications			
<p>The interior of the cottage has undergone many alterations over the years since it ceased being used as a residence. Many of the interior walls have been removed, new openings made and most of the windows changed. The greatest change is to the setting of the cottage, with wide stepped decks and retaining walls creating outside space for the current use, a restaurant.</p>			
Schedule 14.1 ref	Rating	Schedule 14.1 Heritage Values	HNZ Listing
Significance			
<p>Not included in the AUP Schedule 14.1 but may contain very old heritage fabric although modifications have been considerable. However, it may have historical, social, physical, aesthetic and context values being the sole remaining "residential" style building remaining on the eastern side of Victoria Road.</p>			

Address		Other name (if applicable)	
28 Victoria Road		(Portofino restaurant)	
2022 Photo		Historical Photo	
			
Brief History		Date	1980s
Building Description			
<p>2-storey modern commercial building with flat façade and parapet, full width first floor windows, square verandah and two shop units below. Another more recent 2-storey addition has been added at the rear creating an arcade of small shops and offices.</p> <p>Side walls are concrete and the roofs are metal single pitched towards the rear and pitched over the later addition with a rounded ridge. Access is possible through the arcade to the service lane running along the back of these sections from Rattray Street.</p> <p>The front half of the building is a simple square 2-storey block with almost flat roof extending almost the full width of the section, while the rear is also 2-storey but the roof has been cut away in the middle to provide light and sun below.</p>			
Architectural Style			
Modifications			
Schedule 14.1 ref	Rating	Schedule 14.1 Heritage Values	HNZ Listing
Significance			
None. It does, however, maintain the pattern of two-storey buildings in the streetscape.			


Address		Other name (if applicable)	
30 Victoria Road			
2022 Photo *		Historical Photo	
			
Brief History		Date	1980s
Building Description			
<p>3-storey concrete framed building with second floor set back from the façade helping to maintain the continuity of 2 storey buildings in the rest of the street. Three bays to two storeys, with triangular pediments over the outer two bays with deeply moulded and recessed shallow arched detailing, and a raised shallow arch over the central bay. The windows are broken up with a geometric pattern of transoms and mullions and the same pattern is repeated in the tubular steel balustrade and verandah detailing. The central bay of the verandah is a shallow pitched gable with glazing behind.</p>			
Architectural Style			
Modifications			
Schedule 14.1 ref	Rating	Schedule 14.1 Heritage Values	HNZ Listing
Significance			
None.			

*This photograph is taken from Google Street View since the building was wrapped at the time of the study for building work.

Address		Other name (if applicable)	
36 Victoria Road			
2022 Photo		Historical Photo	
			
Brief History		Date	1980s (1880s)
<p>Site of an early Bank of New Zealand which operated on this site in a small wooden building on the street front from 1910 until 1925 when it relocated to its new premises at 16 Victoria Road. The large villa behind served as the residence for the bank manager.</p> <p>Demolished in the 1980s to erect a new three-storey commercial building.</p>			
Building Description			
<p>3-storey commercial building. The ground floor has one shop unit and the upper floors are apartments. It is divided into three bays - the side bays at upper levels are recessed to create balconies and the central bay is fully glazed. The building is in plastered concrete with a wide flat overhanging parapet, expressed rain water heads and downpipes and a cantilevered verandah.</p>			
Architectural Style			
Modifications			
Schedule 14.1 ref		Rating	Schedule 14.1 Heritage Values
Significance			
None.			

Address		Other name (if applicable)	
38 & 40 Victoria Road			
2022 Photo*		Historical Photo	
			
Brief History		Date	1920s or 1930s
Building Description			
<p>Single storey shops on corner of Rattray Street. Brick and concrete with painted plaster finish. Concrete columns are expressed as pilasters at each side and between the shops with a brick and plaster parapet over. Parapet and pilasters topped with small coping stone detail. The side wall on Rattray Street continues the parapet and conceals the building's long single pitched roof behind. The lean-to verandah is supported on timber posts and there are clerestorey windows above the verandah into the shop behind.</p> <p>The shopfront to number 38 has a central entry door in a recessed opening, with plate glass windows and green ceramic tiles below. Number 40 has two entrances with double doors on either side of a central window which has an inbuilt marble display shelf and lead lights at its top. "AMC" is picked out in tiles on the base of number 40.</p>			
Architectural Style		1920s shop	
Modifications			
None externally.			
Schedule 14.1 ref	Rating	Schedule 14.1 Heritage Values	HNZ Listing
01128	B	ABFGH	
Significance			
The building has Considerable Significance locally for its Historical, Social, Physical, Aesthetic and Context factors.			


* The verandah posts and some of the tiled shop fronts were damaged in a vehicular collision prior to the taking of this photograph.


Address		Other name (if applicable)	
46 Victoria Road			
2022 Photo		Historical Photo	
			
Brief History		Date	1980s
Building Description			
<p>Single storey building set back from Victoria Road with flat roof with flat verandah over footpath on Rattray Street and terrace area at front. Timber joinery to shopfront to both street frontages including double doors and sliding/folding windows.</p> <p>White painted picket fence and planting surrounding the front terrace.</p>			
Architectural Style			
Modifications			
Schedule 14.1 ref	Rating	Schedule 14.1 Heritage Values	HNZ Listing
Significance			
<p>None. The single-storey, flat roofed form of this building is intrusive on the continuity of the streetscape. However, the planting and trees around it soften this impact.</p>			


Address		Other name (if applicable)	
48 – 56 Victoria Road		Victoria Theatre	
2022 Photo		Historical Photo	
			
Brief History		Date	1912 and 1928
<p>The Victoria Theatre is reputed to be the earliest purpose-built cinema in New Zealand. Built in 1912 for the American, J.L. Benwell, and designed by John Walker, it could seat 1,000 people. It differed slightly from the current building with a smaller auditorium and an Edwardian style façade with a 2-storey addition to the north for shops. Two petrol engines provided the electric power for the projectors before mains power was provided by the Devonport Power Station in Church Street. In 1914 Benwell sold the cinema to Fuller & Hayward. In 1928 at the height of the new “talkies” the theatre underwent a major refurbishment and expansion. Fuller Hayward employed architect Daniel Patterson to increase the size of the auditorium, add an elegant Circle and Circle Lounge and remodel the façade. The new auditorium was higher and wider, extending almost to the north boundary. The new facade took the form of an asymmetrical design in the Art Deco style with a tall square arch on the north side framing the new entrance below, an oriel window at its peak, a line of “attic” windows and a scalloped frieze. Despite the dramatically different impression of the new façade, Patterson cleverly incorporated much of the original building elements minimising the expense of a total rebuild.</p> <p>The building remained as an important and popular social feature for the Devonport community throughout the middle years of the 19th century.</p> <p>However the cinema struggled to compete with television from the 1960s and it closed in 1988. For a number of years after that there was a variety of owners and the single cinema was divided into three screens. The Victoria Theatre Trust was formed in 2004 and a campaign to save the theatre began. The Victoria Theatre Trust was formed 2004 to try to retain the theatre and in 2006 North Shore City Council bought the theatre. It was reopened by the Trust in 2010 and has since flourished as a cinema and performing arts venue.</p>			
Building Description			
<p>Elegant plastered façade over brick structure. Main auditorium is a plain brick and concrete gabled form with corrugated iron roof. The façade has raised plaster detailing, leadlight windows, an oriel window and a large arched window over the main entrance. The verandah is stepped and is supported by metal ties.</p> <p>The ground floor entrance has painted timber doors. Two separate shopfronts</p>			


are located below this each with leadlight spandrel panels.			
Architectural Style		Art Deco	
Modifications			
The first major modification was undertaken in 1928 when the auditorium was enlarged, the façade was remodelled and the interiors updated. Then from 1988 the theatre has been subject to ongoing internal modifications to accommodate changing tastes in movie-going from the huge picture palaces of the 1920s to the “Multiplex” model of the 21 st century.			
Schedule 14.1 ref	Rating	Schedule 14.1 Heritage Values	HNZ Listing
01132	A*	ABFGH	7712 Cat 1
Significance			
The building has Outstanding Significance regionally for its Historical, Social, Physical, Aesthetic and Context factors.			

CLARENCE STREET – (Eastern end)

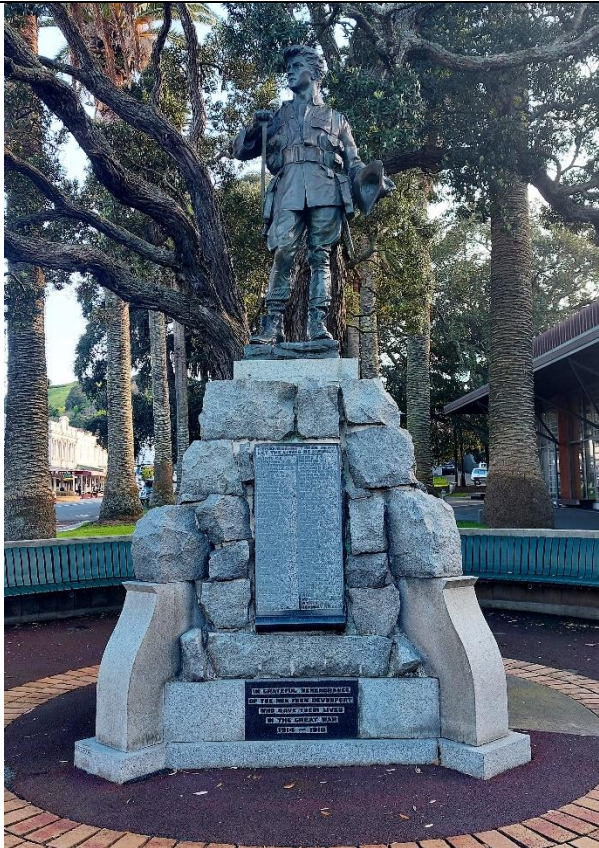
Address		Other name (if applicable)	
14 Clarence Street			
2022 Photo		Historical Photo	
			
Brief History		Date	
Building Description			
Single-storey brick shop unit covering entire section with gabled roof in three separate pitches, plastered square parapet to street with flat verandah on timber posts. The shop front has timber joinery, stall risers and frosted glass detailing along the top.			
Architectural Style			
Modifications			
Schedule 14.1 ref	Rating	Schedule 14.1 Heritage Values	HNZ Listing
Significance			
None, but retains the character of the streetscape with small shopfronts under wide verandahs.			


Address		Other name (if applicable)	
12C Clarence Street			
2022 Photo		Historical Photo	
			
Brief History		Date	
Building Description			
Single storey brick building with flat roof extending almost entire section. Timber and glass shopfronts and flat verandah on timber posts.			
Architectural Style			
Modifications			
Schedule 14.1 ref	Rating	Schedule 14.1 Heritage Values	HNZ Listing
Significance			
None, but retains the character of the streetscape with small shopfronts under wide verandahs.			


Address		Other name (if applicable)	
12B Clarence Street			
2022 Photo		Historical Photo	
			
Brief History		Date	
Building Description			
<p>Plastered brick single storey building with parapet, stepped on West elevation facing access lane. Two shopfronts below flat verandah on timber posts. Although this building follows the same pattern as many of its neighbours – masonry façade with tall decorated parapet, the quality of design is very low and it has little architectural merit. It does however continue a theme and has sympathetic scale and modulation.</p>			
Architectural Style			
Modifications			
Schedule 14.1 ref	Rating	Schedule 14.1 Heritage Values	HNZ Listing
Significance			
None, but retains the character of the streetscape with small shopfronts under wide verandahs..			


Address		Other name (if applicable)	
5 Clarence Street		Telephone Exchange (former)	
2022 Photo		Historical Photo	
			
Brief History		Date	1925
<p>In 1919 the Crown began planning for an automatic telephone exchange to be part of the city-wide network.</p> <p>The building was finally finished in 1925. (worse than the Ak rail network)</p> <p>Constructed in the Edwardian Free Classical style and extended in 1940. In 1992 was threatened with demolition but was allowed to be adapted to allow a street front opening which changed the exterior of the building substantially.</p> <p>'The range of surface finishes (brick, smooth render and pebble dash render) is a significant feature of the design of the classical facade, and hints at the eclecticism that became a feature of Edwardian commercial architecture.</p>			
Building Description			
<p>Single storey brick gables building extending over almost entire section. Deeply moulded plastered parapet onto street frontage with stylised Greek pediment and dentils and ashlar detailing to each side. No verandah. Steel multi-paned doors to front and similar windows to West elevation.</p> <p>“DEVONPORT AUTOMATIC TELEPHONE EXCHANGE” picked out in raised plaster on front elevation.</p>			
Architectural Style			
Modifications			
All telephone equipment was removed in 1980s and the building was converted into a café. However, most of the modifications were limited to the interior.			
Schedule 14.1 ref	Rating	Schedule 14.1 Heritage Values	HNZ Listing
01189	B	AFG	
Significance			
The building has Considerable Significance locally for its Historical, Physical and Aesthetic factors.			

WINDSOR RESERVE

Address		Other name (if applicable)	
Windsor Reserve		World War 1 Memorial	
2022 Photo		Historical Photo	
			
Brief History		Date	1924
<p>Unveiled on 13th April 1924 to commemorate those Devonport men who lost their lives in the 1914-18 War. A second plaque was added after the Second World War to commemorate those killed in the 1939-45 War, the Korean War and several later conflicts where New Zealand troops have been involved.</p>			
Building Description			
<p>The memorial consists of a stone base of rough-hewn granite blocks with four supporting scrolls. The figure standing above is cast in bronze and is unusual among such memorials in its informal pose. It was made by sculptor Frank Lynch and is said to portray the more natural nature of the young ANZACs. It was sometimes known as the "Untidy Soldier". A lightly engraved plaque with the heading "REMEMBERING THESE DEAD LET THE LIVING BE HUMBLE" sets out the names of the 82 men killed in action in 1914-18. On the eastern side is a second plaque containing the names of the men who died in the Second World War with additional plaques on the west showing the names of those who have died in later conflicts.</p>			
Architectural Style			
Modifications			
None.			
Schedule 14.1 ref	Rating	Schedule 14.1 Heritage Values	HNZ Listing
01151	A*	ABH	4515 Cat 2
Significance			
The feature has Outstanding Significance regionally for its Historical, Social,			

Physical, Aesthetic and Context factors.			
Address		Other name (if applicable)	
Windsor Reserve		Memorial Fountain	
2022 Photo		Historical Photo	
			
Brief History		Date	
Erected by the families of two men killed in action in South Africa during the Boer War.			
Building Description			
Round brick pool with ceramic tile lining. Central bronze fountain featuring three horses heads supporting the central spout.			
Architectural Style			
Modifications			
Originally placed near the Band Rotunda but shifted. Recent brick and tile circular pool.			
Schedule 14.1 ref	Rating	Schedule 14.1 Heritage Values	HNZ Listing
01152	A*	ABH	
Significance			
The feature has Outstanding Significance regionally for its Historical, Social, Physical, Aesthetic and Context factors.			

Address		Other name (if applicable)	
Windsor Reserve		Signal Masts	
2022 Photo		Historical Photo	
			
Brief History		Date	
<p>The first signal masts were erected on the summit of Takarunga Mount Victoria in 1840 to signal arrival and type of ships entering the Waitematā Harbour. When this function was mechanised in the 1950s, the timber masts were relocated to Windsor Reserve.</p>			
Building Description			
<p>Round wooden mast with wooden cross spar complete with signal ropes and tethers.</p>			
Architectural Style			
Modifications			
<p>Relocated from original site on summit of Takarunga / Mount Victoria</p>			
Schedule 14.1 ref	Rating	Schedule 14.1 Heritage Values	HNZ Listing
Significance			

Address		Other name (if applicable)	
E.W. Alison Memorial Clock			
2022 Photo		Historical Photo	
			
Brief History		Date	1928
<p>Designed by Roy Lippincott, erected to commemorate the contribution of one of Devonport's earliest and long standing business men and councillors. Ewan Alison initiated the first steam-powered ferry services and remained as managing director of the Devonport Steam Co Ltd for 53 years. He also served on the Devonport Borough Council for many years, including as Mayor and spent nearly 22 years on the Auckland Harbour Board.</p>			
Building Description			
Slender concrete post with four-sided square clockface on each side.			
Architectural Style			
Modifications			
Schedule 14.1 ref	Rating	Schedule 14.1 Heritage Values	HNZ Listing
01149	A*	ABGH	4513 Cat 2
Significance			
The feature has Outstanding Significance regionally for its Historical, Social, Physical, Aesthetic and Context factors.			

Appendix 2 Identification of NZAA Recorded Archaeological Sites Devonport HHA

NZAA No.	Name/ Description	Location	Coordinates
R11/2922	Subsurface pre-European Maori occupation layer	Located within Windsor Reserve, Devonport. Beneath and around the perimeter of Devonport Library.	NZTM E 1760300 NZTM N 5922310
R11/1817	Naval station. It was used by the Navy from 1841.	Devonport, Windsor Reserve. The naval base was in the area now contained by Winsor Reserve and the "Triangle" where the Devonport library is located.	NZTM E 1760261 NZTM N 5922308
R11/1950	Windsor Reserve - Historic wharves, naval base and shipyard.	The site is located on the SW side of the junction of Victoria Road, King Edward Parade and Queens Parade: landward end of Devonport Ferry Wharf: SE shoreline of site known as "Devonport Beach".	NZTM E 1760299 NZTM N 5922223
R11/2869	Victoria Wharf - Site of the original Victoria Wharf constructed in 1873	In the foreshore zone immediately north of Devonport Wharf, Queens Parade, Devonport.	NZTM E 1760230 NZTM N 5922210
R11/2988	Devonport Marine Parade - Midden	Midden beneath the semi mature pohutukawa in the planting bed, lower Victoria Street, at the entrance to the Ferry Terminal carpark (Devonport Marine Parade). It is the pohutukawa in front of the historic Allison Clock tower.	NZTM E 1760219 NZTM N 5922218
R11/2987	Devonport Marine Parade - Section of original stone sea-wall (1893-1925)	Adjacent to the line of shop frontages along Queen's Parade, in the existing Ferry Terminal carpark. Beneath the raingarden closest to the terminal.	NZTM E 1760175 NZTM N 5922232

Appendix 3

Legal Descriptions and Record of Title Identifiers, Deeds Register and/or Gazette notice information of HHA.

Number	Street	Legal Description
	WEST	
1	Victoria Road	Sec 2 SO 473763; road reserve
3	Victoria Road	Pt Land on DP 737; road reserve
15-19	Victoria Road	Lot 1 DP 30140; Lot 4 DP44089; road reserve
21	Victoria Road	Lot 1 DP 31079
23-25	Victoria Road	Lot 2 DP 87483; road reserve
29	Victoria Road	Lot 1 DP 87483
33& 37-39	Victoria Road	Lot 1 DP 61110; LOT 2 DP 61110
41-43	Victoria Road	Pt Allot 22 Sec 2 PSH Takapuna; LOT 2 DP 56269
45	Victoria Road	Lot 1 DP 56269Pt Allot 21 Sec 2 PSH Takapuna
12	Clarence Street	Pt Allot 21 Sec 2 DP20347; road reserve
53-55	Victoria Road	Lot 2 Allot 21 Sec 2 PSH Takapuna
57-59	Victoria Road	Lot 1 DP 97920; road reserve
61-67	Victoria Road	Land on DP 3720; road reserve
69-71	Victoria Road	Lot 6 DP 4986
73-79	Victoria Road	Lot 7 DP 1972; Pt Lot 8 DP 1972; road reserve
81	Victoria Road	Pt Lot 8 Allot 21 Sec 2 Parish of Takapuna; Pt Lot 8 DP 1972; road reserve
83-85	Victoria Road	Pt Allot 21 Sec 2 Parish of Takapuna; road reserve
87-89	Victoria Road	Lot 2 Allot 21 Sec 2 Parish of Takapuna; road reserve
93	Victoria Road	Lot 2 Allot 21 Sec 2 Parish of Takapuna; road reserve
95	Victoria Road	Pt Allot 21 DP 24905; road reserve
	EAST	
6-8	Victoria Road	Lot 1 & 2 DP 55309
10	Victoria Road	Lot 1 DP 152818; road reserve
14	Victoria Road	Allot 77 Sec 2 Parish of Takapuna; Allot 78 Sec 2 Parish of Takapuna; road reserve
16-18	Victoria Road	Allot 76 Sec 2 PSH of Takapuna; Allot 75 Sec 2 PSH of Takapuna; road reserve
20-22	Victoria Road	Lot 3 DP 20297
24	Victoria Road	Pt Lot 4 DP 20297
28	Victoria Road	Pt Lot 1 Allot 20A Sec 2 PSH Takapuna
30	Victoria Road	Lot 1 DP 137451
36	Victoria Road	Pt Lot 1 DP 68054

Number	Street	Legal Description
38-40	Victoria Road	Lot 1 DP 61110; LOT 2 DP 61110
46	Victoria Road	Lot 1 DP 56299
48-56	Victoria Road	Pt Lot 20A Deeds T12; road reserve
	CLARENCE ST	
14	Clarence Street	Lot 22 Allot 21 Sec 2 PSH Takapuna
12B	Clarence Street	PT Allot 21 SEC 2 DP20347; road reserve
12C	Clarence Street	PT Allot 21 SEC 2 DP20347; road reserve
5	Clarence Street	Lot 1 DP 29558
	WINDSOR RESERVE	
	Windsor Reserve	Lot 1 DP 110322; Lot 2 DP110322; Lot 3 DP 110332; Pt Allot 22C Sec 2 PSH of Takapuna
3	Marine Square	LOT 1 DP 22936; road reserve