



NAPIER HERITAGE CHARACTER AREAS STUDY

A review of existing heritage character areas and an assessment of new heritage character areas

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Background and scope

As part of the Napier District Plan Review, Napier City Council is undertaking a review of Napier's current heritage character areas, as well as a review of additional parts of the City that may have additional character areas that could be identified and protected in some form. The review contributes to achieving the District Plan Outcomes "*Great Urban Areas*" and "*Leveraging our Heritage*".

The purpose of the review is to:

- Review the extent of existing heritage character areas that have been identified in the Napier District plan, and review the appropriateness and/or effectiveness of the provisions that control development of property in these areas;
- Scan and identify additional areas that demonstrate heritage character values;
- Identify the elements that contribute to the character and heritage values of these areas in a way that would provide guidance to applicants and Council planners on what development would be appropriate within these areas; and
- Provide guidance to Council on what development control provisions would likely protect and maintain these identified heritage character values.

Graham Linwood of Graham Linwood Architects has been engaged to carry out the review.

What is character?

For the purposes of this review, 'character' is '*a cohesive concentration of common natural and built characteristics that give an area its sense of place or identity, particularly when viewed from the street or public place. Contributory features often include:*

- *Section size and configuration, density*
- *Street design (width, layout, and street trees)*
- *Architectural form of houses (age, design and materials)*
- *Position of houses or garages on the section*
- *Land use*

Heritage Character Areas differ from amenity character areas in that they must demonstrate contributory features of sufficient concentration that are of their time.

In terms of architectural styles, the following categories have been used:

- Workers Cottage
- Villa
- Railway Cottage
- Bungalow
- Art Deco
- 1930's – 50's
- State House
- 1960's/70's

- Modern
- Commercial
- Industrial
- Community
- Other/Undefined
- Empty Section

These are further described below.

Workers Cottages

Early housing was primarily small, often only two roomed gabled or hipped roofed cottages. Most had central doors facing the street and windows each side. Most had a lean to at the back that housed the kitchen. Services rooms were often detached at the rear and many had verandahs at the front. The houses had little in the way of decoration, some doors were paneled and glazed in the top and verandahs sometimes had small fretwork at the beam to post junctions.



Villas

The New Zealand version of the Villa followed on from the early cottages of the colonial settlers and as the economy of the towns grew so did the standard of the housing. Napier is a prime example of this and can be clearly seen as you move from the shoreline to the workers and railway cottages to the area reclaimed in the early 1900's. Many of the oversized cottages became deemed as being villas. Many early Villas were square boxes with a verandah and often a lean-to at the rear. The evolution of the Villa saw a large number of configurations and variations with elongation, bay, or double bay extensions to the front, two storey typologies on narrow central city sites or more spreading and larger Villa on large city or rural sites.



The early Villas up to 1905 referenced the Victorian era of architecture with embellishments of that era. From there until around 1910 the influence was generally Edwardian and the Villa style phased out in the 1920's.

Many of the early Villas were 'kitset' and this can clearly be seen when viewing the houses from the street. Standardisation also drew from the brochures of the local timber merchants for windows, doors, brackets, mouldings, friezes, fireplaces, finials, balusters, newel posts, floor plans up to the entire kitset.

Decoration played a big part of the Villa. Verandah's were formed under soffit level and were often decorated with brackets and or fretwork and bay windows were sometimes heavily decorated and this decoration was, in many instances, a means of distinguishing the 'Villa' from the neighbouring 'Villa'.

Railway cottage

In the late nineteenth century railway had become an important means of transport in New Zealand. Following World War 1, the Railways Department embarked on a programme to provide housing for railway workers close to the railway stations, using prefabrication and

scale for economy. A factory was established in Franklin and architecturally designed kitset houses were prefabricated and railed out from mid-1923 to North Island destinations. Houses took around 2-3 weeks to assemble and the instructions provided meant that skilled labour wasn't required. Napier was one area selected.



By 1928 the market had been saturated and the operation ceased in early 1929. By that time more than 1500 houses had been built and the first large scale housing scheme came to an end. The scheme provided both employment and a home. The houses came in different floor plans, different sizes, different roof styles and different elevation treatments, verandahs, window canopies etc. The size of the houses was assigned to the senior staff members.



The basic similarity of the houses can be seen in the basic form of the examples in the Railway Housing Character Advocacy Area. While the differentiation of the houses can be seen in those parts added to the parent form.

Bungalow

The Bungalow (Hindi 'bangala') was originally developed in the Bengal region of India and were small single storey homes with a wide verandah. More expansive houses were built by colonists and the design was later copied in America and Australia and New Zealand.



The bulk of the Bungalows were constructed between the two world wars (1918 – 1939) with some resident in the Napier South suburb predating this era. The Bungalow is less formal in design and is predominantly characterised by a lower pitched roof than a Villa that flows down to form the verandah roof. These verandahs usually addressed the landscaped areas of the property rather than the street, meaning that they were generally sited on larger sections. The verandahs were often used as part of the living space of the house and at times as summer sleeping spaces. The floor plans are often free flowing, with little or no hallways and rooms opening to the verandahs.

The exterior joinery of the Bungalow is usually simple smallish casement or double hung windows. Electric lighting was often required to provide sufficient light to the centre of the house. The exterior cladding of the Bungalow is generally timber weather board or stucco with a corrugated iron roof. Eaves and gables unlined and the timber framing and lining exposed. The level of decoration often seen in Villas is not evident in the Bungalow. The free-flowing roofline and the simplicity of the design are the main features.

Bungalow design in New Zealand was led by architects who had experience overseas and saw the merits of the design as being applicable to our climate. Mimicking by builders and developers led to a proliferation of hybrid designs. Simplistic forms of the Bungalow are found in many areas of Napier, more in the Te Awa Bungalow character zone. These are often hard to distinguish between Bungalows and Villas due to characteristics taken from both.



Art Deco houses

The name Art Deco derives from France just before World War 1 and became popularised as a result of the Exposition Internationale des Art Decoratifs et Industriels Modernes in Paris in 1925. Following the 1931 Hawke's Bay Earthquake there was a focus to build commercial and residential buildings using modernist forms. One of the forms was Art Deco with the new housing area of Marewa being developed from 1932 a lot of the homes were influenced by this style.



Art Deco houses generally have:

- Flat roofs
- Stucco Plaster clad walls
- Parapets above the roof line
- Rounded corners
- Semicircular curved walls
- Plaster returned into the windows and doors
- External decoration such as chevrons, horizontal lines or zig zags
- Shallow recessed porches

By the end of the 1930 the style had run its course and the modern house became the design most favoured.



State Houses

The State Housing Scheme started in New Zealand in 1937 in Wellington and the first to be built in Napier was in the late 1930's. The new suburb of Marewa South was designed as part of the Garden City Movement with curved narrower streets and tree lined. Section sizes ranged from 550 sqm to 900 sqm and the front yards were generally 7.000 deep with the house close to the Southern boundary.



The State house library of plans was in excess of 400 designs and typically around 82 sqm for a two bedroom and 98 sqm for a three bedroom, light timber framed on a timber subfloor with a 30-degree clay (or concrete) tiled roof. Most were weatherboard clad, with timber casement windows while some were brick veneer or asbestos cement sheet or siding finished. Houses were oriented, where possible to have rooms with sunshine at the appropriate time of the day and service rooms were grouped to reduce construction and running costs. Garages for vehicles were allowed for on the site, but not built, and garden sheds were provided.

By 1950 30,000 State houses had been built in New Zealand and a process was introduced to encourage tenants to purchase the houses.

1930's – 50's Houses

The new private housing primarily located in the Marewa area, ran in parallel to the state housing scheme, generally in streets separated from the state projects. The construction and style of these houses varied considerably from timber weatherboarding, which was readily available, to stucco and brick veneer, to Art Deco or Art Neveau, English cottage to simple rectangular forms.



Roofs are constructed using profiled metal, concrete or terracotta tiles and membrane roofs using a fabric base with pitch coatings (these were prevalent in the immediate post Second World War period when sheet metal was scarce). Exterior joinery is generally timber construction.



1960's/70's Houses

With the end of the State Housing scheme of the 1930's & 1940's and the end of World War II there was a move towards more functional housing with a stronger relationship between the interior and the exterior along with a move to simple forms.



The relationship to the street became less important than the orientation to the site. Windows became larger, providing better interior light and connecting the outside with the inside. Spaces within the house become more defined as living servicing and sleeping. Materials immediately after World War II were restricted with limitation on sheet metal and which led to alternative materials such as concrete tie and pitch. When this relaxed there was a move to lower pitched metal roofs. Houses became lower slung and well planned. The exterior cladding was timber weatherboard, brick or stucco plaster with the exterior joinery moving from timber to aluminum.



The design of these houses was extremely diverse with some designed by architects.



Modern Houses

Housing in the 1980's through to the present time has been dominated by the housing companies, both small scale regional companies, national and international businesses. Most houses are light timber framed on concrete slab foundations with lightweight cladding and roofing.

Some of the houses are architect designed and these houses provide a point of difference.





Commercial

Commercial buildings in mainly residential neighbourhoods are those generally accepted, such as corner dairies or cafes, and the occasional accommodation provider. More mixed neighbourhoods such as those in Ahuriri include can include commercial activities such as small-scale industrial, entertainment, and office activities. Commercial buildings in mixed neighbourhoods are able to demonstrate characteristics more typical of a commercial activity, such as larger building mass, height, and limited boundary setbacks. In predominantly commercial neighbourhoods, commercial buildings are typically functional to the activity which occupies them (with the exception of heritage buildings).

Industrial

Like commercial buildings, industrial buildings are typically functional in character. Industrial buildings are uncommon in predominantly residential neighbourhoods, and of all the character neighbourhoods surveyed, are most commonly found in Ahuriri, where they continue to accommodate industrial activities but increasingly have been converted to office premises. Other than those designed to impress (along West Quay), industrial buildings typically have functional inexpensive cladding, have a large floor plate and a higher roof height. They are positioned on the site in a way that often gives little thought to amenity, providing space for outdoor functional needs and parking.

Community

Community buildings include churches, theatres and halls.

Methodology

To fully review both the existing Character Areas and the inclusion of any additional areas, the Project Team followed a four-step process:

- Literature Review
- Data Collection (desk-top and field studies)
- Data Analysis
- Reporting and Recommendations

These are further detailed below.

Literature Review

The Project Team reviewed all available reports produced on the history of the development of Napier, and previously commissioned Napier City Council reports including the Salmond Reed, Port Ahuriri Hawke's Bay Heritage Study (Vol. 1 and 2). The operative Napier District Plan also provided some information on the identification and characteristics of each of the existing Character Areas, Advocacy Areas, and Character Zones. Additionally, reports commissioned for the purpose of the District Plan Review, such as the 2019 Draft Napier Landscape Study, and Urban Perspectives various character zone reviews have provided some guidance on heritage character where they traverse the heritage character topic.

Data Collection

Data collection involved both the use of Council GIS mapping and the data that sits alongside this, as well as field work – walking all the streets, taking photographs and documenting Information collected for each property included:

- Age, height (no. of levels) and architectural style of principle building
- Position of the principle building and garage on the site
- Distance of both principal building and accessory building (garage) from the front and side boundaries
- Lot size
- Street pattern and width
- Presence of street trees and street berm

In addition to this data, each property was assessed in terms of its contribution to the overall character of the area. The overall character was typically defined by the presence of a predominant age and style of building, as well as its position on the section and lot size. Each property was then categorised as follows:

- Primary: these properties have attributes that define the character of the area. Buildings appear unaltered from the street and no other additions (such as modern car ports or garages at the front of the property) adversely impact on the original appearance of the property.
- Contributory: these properties have attributes that support the character of the area. Buildings are of the right age and style, and positioned on the section in a manner consistent with the predominant character, however there are either alterations to the building or modern

additions to the front of the site (eg a car port or garage). Alterations could be as minor as aluminium joinery.

- Neutral: these properties have attributes that neither define, support, nor detract from the character of the area. For example, the building may be a new build in an older neighbourhood, but is similar in height and density, with similar setbacks.
- Not consistent: these are properties that undermine the character of the area. For example, the building may contain a different land use, and the building may be of a different age, style, and with different boundary setbacks and heights.

Data and contribution to character assessment has been mapped using ArcGIS as a tool.

Data Analysis

Having mapped each properties contribution to the character of the area, a new character area boundary extent was drawn. Where no character area currently exists, eg Napier South, define the extent of the area where the concentration of character is most prominent.

Reporting and Recommendations

Preparation of this draft report, which outlines what the character attributes are of each character area, and defines the extent of this Area. Recommendations are provided in relation to how these Areas could be managed in the District Plan. This Draft Report can be used for engagement purposes. A StoryMap online communication tool will also be used for the effective display of information when used for engagement with stakeholders and the public.

Existing Situation

The Napier District Plan identifies the location and extent of existing character areas on its planning maps (and its GIS), and has corresponding provisions that seek to provide some level of protection to those elements that contribute to this character. There are three levels of protection across the district as follows:

1. Character Zones

Character Zones include Marewa Art Deco, Marewa State Housing, and Te Awa Bungalow. These zones have a complete set of activities and development provisions, with provisions that differ from other residential zones in relation to the construction of new buildings; external alterations and additions to existing buildings; supplementary units; multi-unit development; minimum density requirements; yard requirements; height requirements; site coverage; and landscaped area. Provisions are not selective of whether the building displays elements that are consistent with the predominant character.

2. Advocacy Areas

Advocacy Areas include Marewa Art Deco Advocacy Area, Marewa State Housing Advocacy Area; Bungalow Housing Advocacy Area; and Railway Housing Advocacy Area. These areas are identified in the District Planning Maps as overlays (over an underlying Main Residential Zone), and whilst they have relevant Objectives and

Policies to support retention of this character, there are no specific development controls to protect and manage this character.

3. **Character Areas**

Character Areas are all located in the suburb of Ahuriri, and include Hardinge Road Character Area, Battery Road Character Area, Coronation Street Character Area, and Iron Pot Character Area. Character Areas are overlays (over a variety of underlying zones). Development controls in the Character Areas are limited to relocation and demolition rules supported by a set of Objectives and Policies. Provisions are not selective of whether the building displays elements that are consistent with the predominant character.

Development of Napier

Napier's history of development is inextricably linked to land availability over time, and is quite unique in that large areas of the city have coherent character that reflect the ideas, Government and Council policies, resource availability, and technology at the time, specifically in relation to:

- Section size and configuration, density
- Street design (width, layout, and street trees)
- Architectural form of houses (design and materials)
- Position of houses on the section

Napier's history as a settlement started with the development of available land, including the Napier Hill (Mataruahou) and the thin ribbons of land at its base, along with the shingle spits and islands of Ahuriri and near what is now Marine Parade and the CBD.

Successive periods of land reclamation, starting from 1875, contributed additional land for development for both commercial/industrial and housing. Early development of Napier focussed on Ahuriri and the area immediately south of the city centre. As the city grew alongside demand for additional land for housing, the first large mass of land (Napier South) was reclaimed principally for housing from 1900. Smaller areas of land to the south and west were reclaimed and developed, until the 1931 Hawke's Bay earthquake uplifted some 40km² of land. Although the earthquake was devastating in that it many lives were lost, and almost the entire city was destroyed, it also gifted significant swathes of land for development to the citizens and future citizens of Napier. Following the earthquake, the suburbs of Marewa, Maraenui, Onekawa, Pirimai, Tamatea, Greenmeadows and Taradale were developed in relatively quick succession.



Fig 1: Napier reclamation areas over time

Character Areas

The existing District Plan identifies a number of character areas throughout Napier, although these are fairly limited to the areas that were developed prior to 1960. Each of these areas display characteristics that are representative of the time in terms of:

- Section size and configuration, density
- Street design (width, layout, and street trees)
- Architectural form of houses (design and materials)
- Position of houses on the section

Each of these areas, as they currently exist, have been described below.

Marewa Art Deco Character Areas

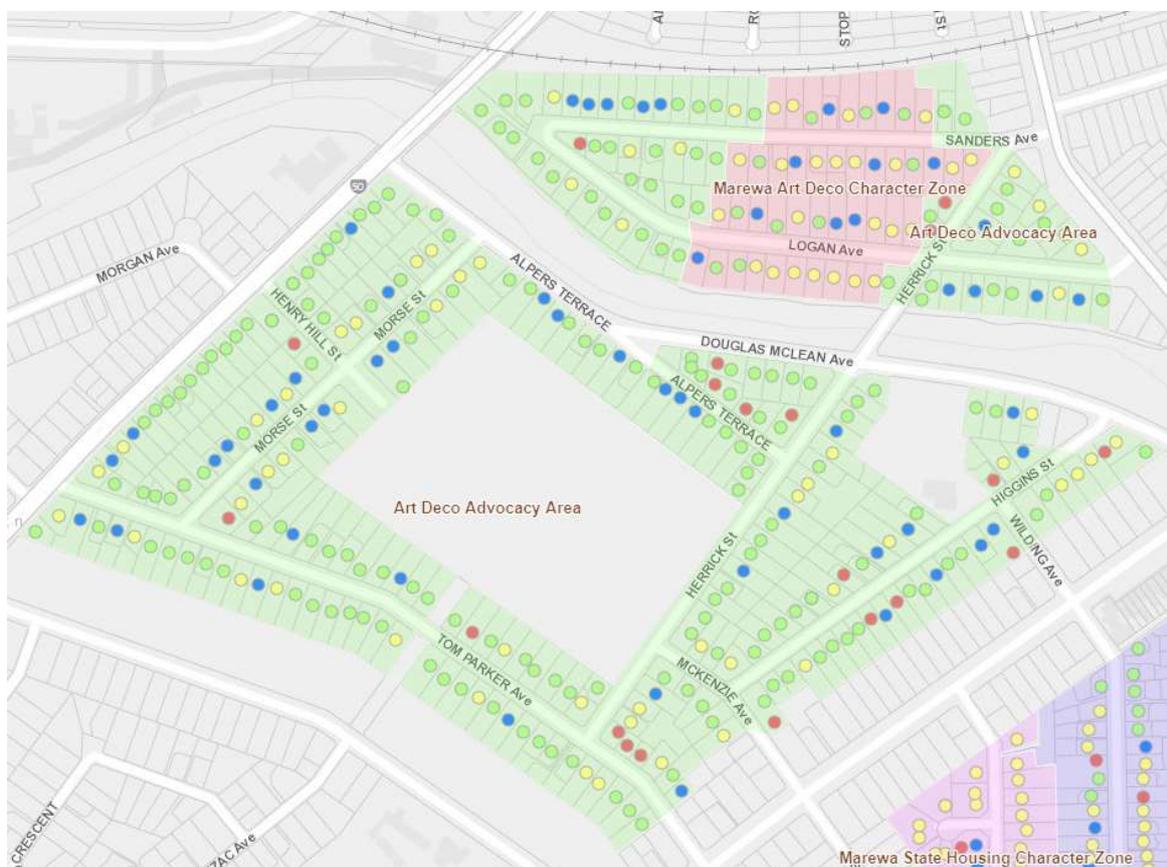


Fig 2: Existing Marewa Art Deco Character Zone (red shading) and Marewa Art Deco Advocacy Area (green shading). Coloured dots on each property indicate its contribution to character.

Marewa developed from the late 1930's, with two phases of development: private housing which was dominant in the north, and state housing in the south. The section of Marewa sandwiched between Georges Drive and Plantation Drain was reclaimed between the late 1920's and 1930, and was therefore developed first. It accommodates a high proportion of art deco style houses, concentrated in the Logan and Sanders Avenue area. To the west of Plantation Drain, this area of Marewa was reclaimed in 1935 and developed shortly after.

Housing in this area is typically either art deco in style or a classic late 1930's to late 1940's style (single story, stucco or weatherboard cladding, tile roof and generously-proportioned windows), deeply set from the front boundary, and with low front fences or walls. Dwelling units are typically sited in closer proximity to the southern side boundary than the northern, to allow access to sunlight into the dwelling. This northern side of the house typically accommodates a driveway to the rear, where a garage is located. Sections are typically large (around 900m²), though some have been subdivided or further developed, with newer dwellings located at the rear.



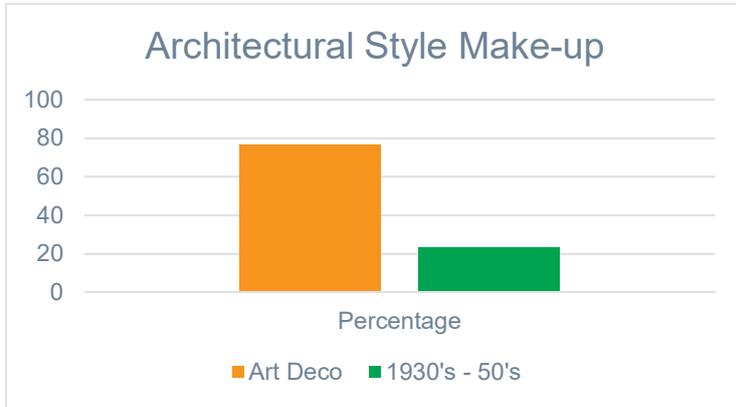
Fig 3: Marewa Art Deco house



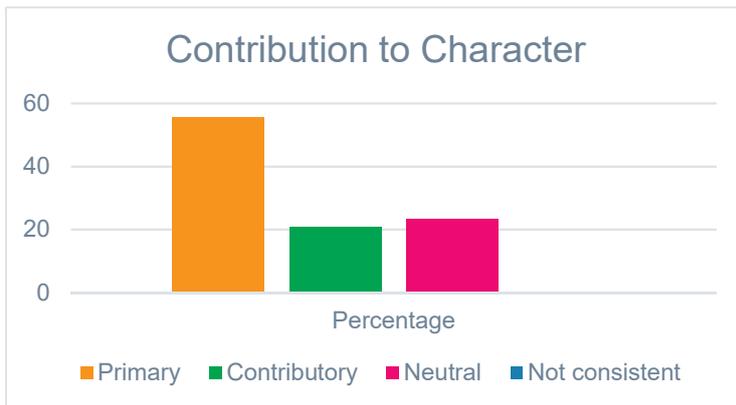
Fig 4: Marewa Art Deco houses

The Marewa Art Deco character areas are currently made up of the Marewa Art Deco Character Zone and the Marewa Art Deco Advocacy Area.

Within the **Marewa Art Deco Character Zone**, the make-up of architectural styles are as follows:



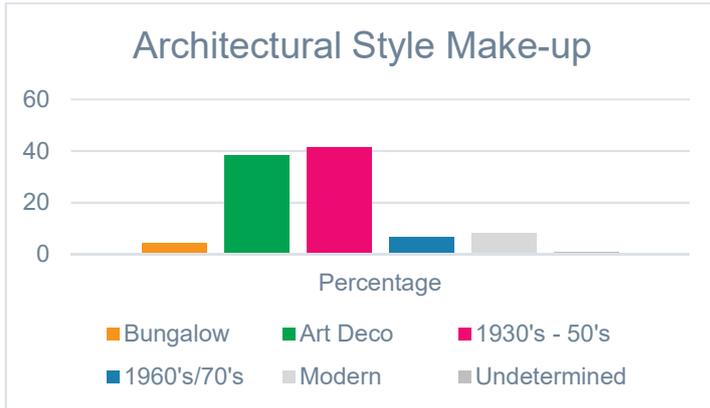
If the focus of this Area is its Art Deco architecture, then the contribution to the Art Deco character of each property is shown below:



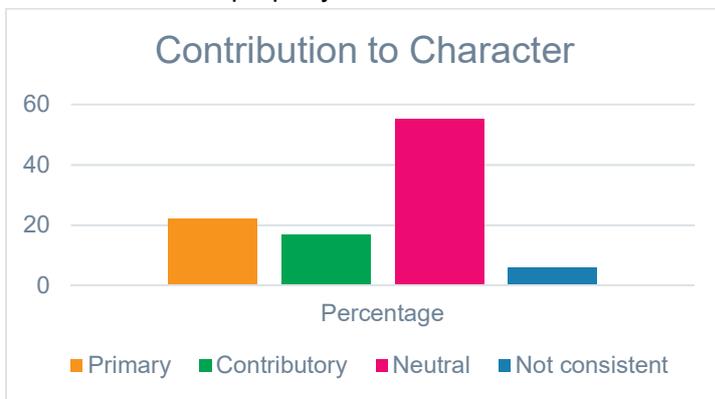
Buildings heights are as follows:



Within the **Marewa Art Deco Advocacy Area**, the make-up of architectural styles are as follows:



If the focus of this Area is its Art Deco architecture, then the contribution to the Art Deco character of each property is shown below:



Building heights are as follows:



With the Art Deco architectural style being so distinctive, and so connected to that of the rebuilt city centre, and the rarity of cohesive art deco residential communities in New Zealand, protection of this concentrated area of art deco housing is paramount.

Within the Advocacy Area, there are pockets of concentrated art deco character. For example, Morse Street has a higher percentage of Art Deco buildings than elsewhere (61.1%). Although not contiguous with the existing Marewa Art Deco Character Zone, it must be considered whether this street warrants some level of protection given the higher

concentration of Art Deco buildings here than elsewhere in the Advocacy Area. Tom Parker Avenue is also a street that is lauded for its character – a fine avenue of trees down its length, large sections with deeply set houses of fine construction, and neatly kept gardens. Within this street, 28.8% are Art Deco in style and 59.1% are of the typical 1930's – 50's architectural style. Combined, this street is 87.9% representative of the architectural style between 1930 and 1950. With these figures, and combined with the other aspects that contribute to character, it must be asked whether Tom Parker Avenue is also a good candidate for some level of protection.

Heritage Character Statement – Marewa Art Deco

Background

The Hawke's Bay Earthquake of 1931 led to a decision to focus the Art Deco architectural style on the centre city redevelopment. This saw a cohesive approach to the rebuild which is now lauded as one of the world's significant cityscapes. While the earthquake destroyed much of the building stock in the town centre it also raised a significant area of land that became available for residential development. The Marewa area from Douglas McLean Ave to Tom Parker Ave was developed in 1935 and followed on from pre-earthquake development between Georges Drive and Plantation Drive, where a high percentage of the houses were of Art Deco design. The balance of the houses in this zone are high quality homes, many being showpieces of the era.

Architectural Value

The predominant architectural style in this zone is Art Deco, along with quality 1930's and 1940's which complement the former style. The houses have generally been well maintained, unaltered, complemented with mature trees in the streets and gardens resulting in a cohesive and attractive streetscape. The collection of houses, and the manner they have been maintained is a valuable example of good quality residential housing of the period.

Historic Value

The connection between the Art Deco commercial buildings in the centre of Napier and the Art Deco residential buildings in this zone is an important reinforcement of the significance of the architectural style to Napier. These houses provide a valuable reference to the post-earthquake era, both in the Art Deco architecture and the conventional houses of the time.

Social Value

The houses of this zone provide a valuable reference back to the immediate post-earthquake era when they were constructed. The extent of replacement or infill housing in this zone is minimal. This intactness enhances the quality of the zone.

Recommendations

To redefine the Marewa Art Deco Character Precinct as shown on the map below, taking in additional areas in Morse Street and Tom Parker Avenue.

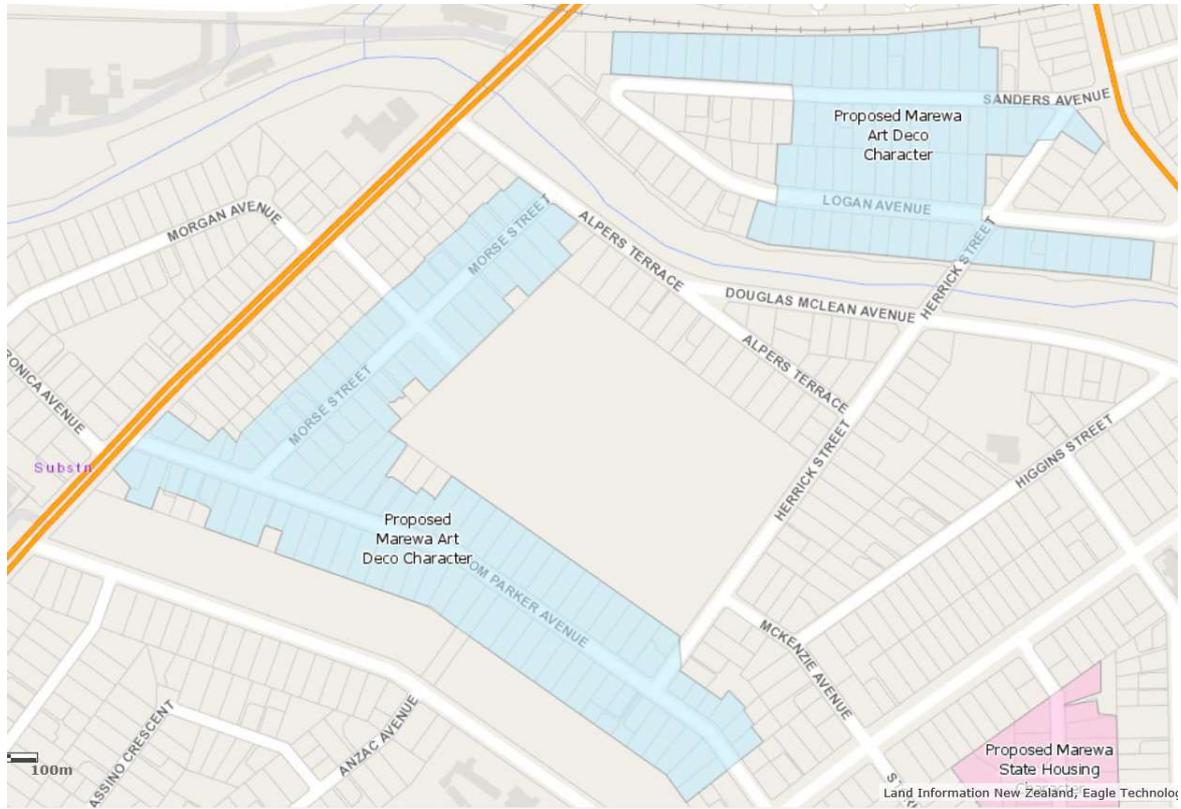


Fig. 5: Revised Marewa Art Deco Character Precinct boundaries (shown in blue shading)

To adopt the General Residential Zone provisions with the exception of:

Land Use Activities

- Residential units and residential activity where: one residential unit per site

The General Residential Zone permits some non-residential activities to a limited extent. Within a neighbourhood that is predominantly residential in nature, non-residential activities require a little more management. It is recommended that the following land use activities require a resource consent as a controlled activity:

- Residential care facilities
- Day care centres
- Educational facilities

Bulk and Location

- A maximum height of 5m
- A 6m front yard
- A 40% maximum site coverage

- A 40% minimum landscaped area
- Front fences a maximum of 0.6m in height if solid, or 0.9m if visually permeable

Construction, Demolition, Relocation, and Alterations

Additional rules that protect the built fabric from corrosion and fragmentation, as follows:

- Construction or placement of accessory buildings/minor residential units located behind or to the rear of an existing Principal Residential Building is permitted
- Construction or placement of residential units require a resource consent with the ability to decline and guidance around appropriate design
- Demolition or relocation off site of residential units built prior to 1 January 1950 require a resource consent with the ability to decline
- External additions and alterations to dwellings built prior to 1 January 1950 require a resource consent with the ability to decline and guidance around appropriate design

Subdivision

- Min. lot size 500m²

Marewa State Housing Character Areas

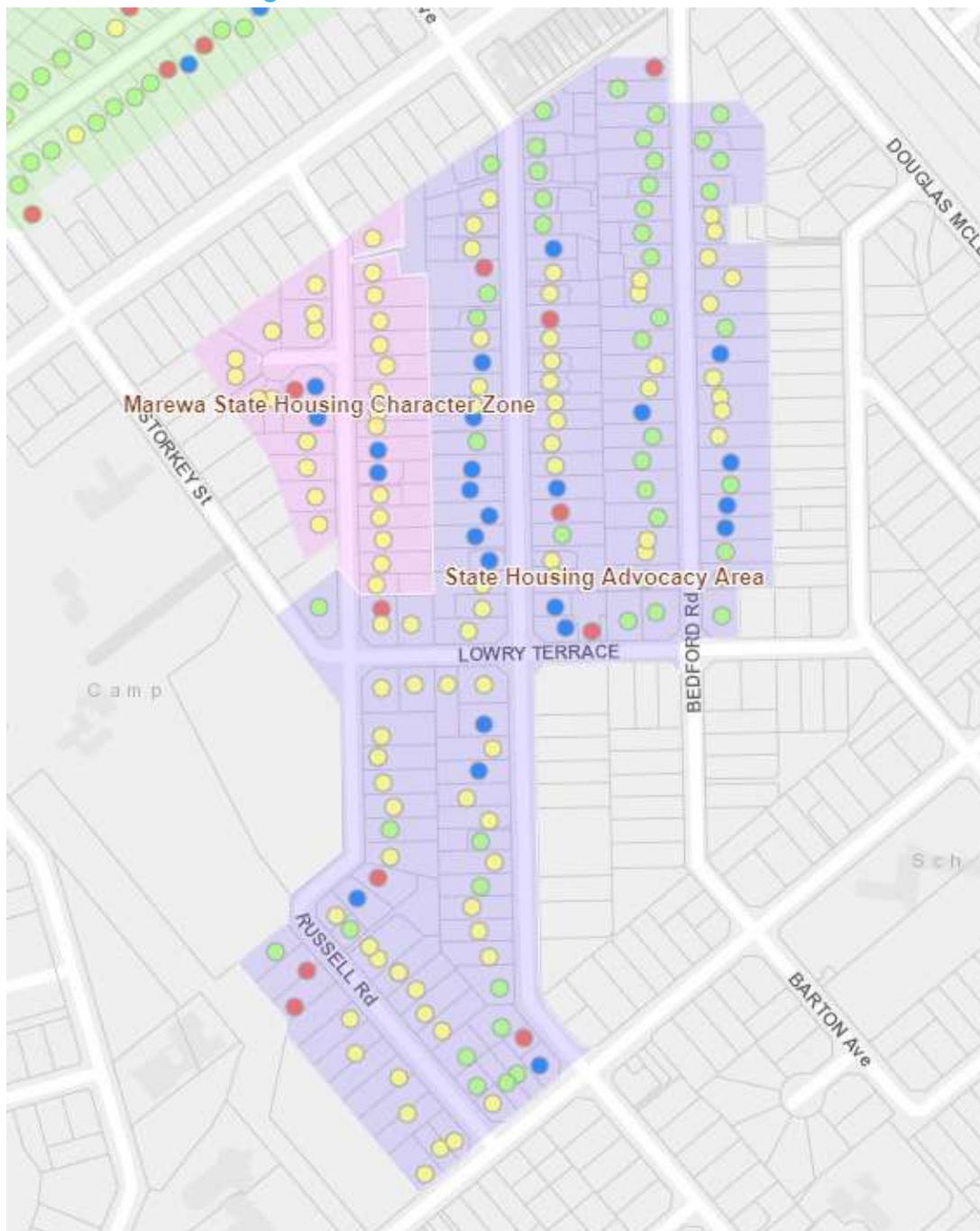


Fig 6: Existing Marewa State Housing Character Zone (pink shading) and Marewa State Housing Advocacy Area (purple shading). Coloured dots on each property indicate its contribution to character.

The Marewa State Character Housing area to the south of the Marewa shops was developed immediately after the Marewa Art Deco character area, and was part of a comprehensive government housing scheme being rolled out across the country by the Labour Government at the time. Government planners at the time were inspired by the Garden Cities movement, which saw narrower streets, large sections with gardens, lawns and trees and primarily single-family detached units. Although Marewa was originally designed with the curvilinear

streets characteristic of garden cities, many of these were straightened due to the added cost involved in infrastructure. Some curved streets remain however. The construction of State Houses began in New Zealand in 1936, where the scheme used unemployed labour and New Zealand materials for building wherever possible. State houses were well-built of local materials, and typically had three-bedrooms. To ensure variety in appearance, there were over 400 different house plans commissioned. Front and front dividing fences were not allowed as the front garden was to be seen as a large community garden. In Marewa, State House development began in the late 1930's and was largely completed by the late 1940's, though some development occurred into the 1950's.

Section sizes in the Marewa State Housing Character Zone range from 550m² to 900m² with houses being positioned approximately 7m from the front yard, leaving a large deep back yard for the growing of fruit and vegetables, and to provide space for children to play. Within the zone, the houses are typically small and square, with weatherboard cladding and terracotta tile roofs. Although this continues to the Advocacy Area, the intactness of the original design and materials is not as complete. There is generally an absence of front fences and dividing side fences are either absent or no more than 1.2m in height. Houses are positioned close to the south boundary, leaving space on the northern side for a driveway and good access to sunlight. Streets are narrower (7.5m) than those developed in Marewa north (9.0m), with footpaths on both sides bordered by grass berms.



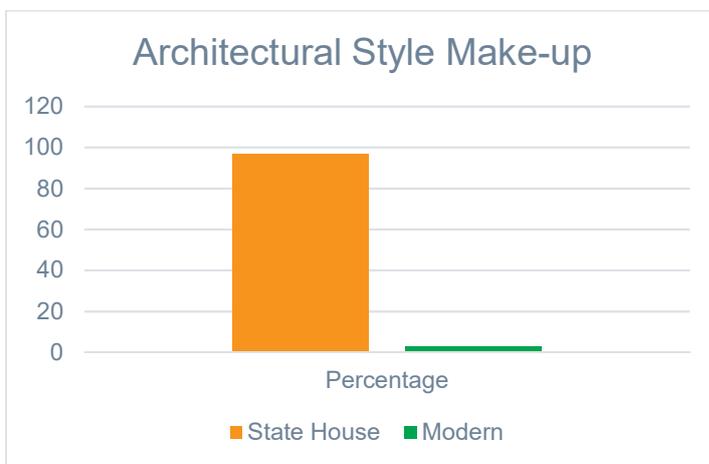
Fig 7: Marewa State Houses



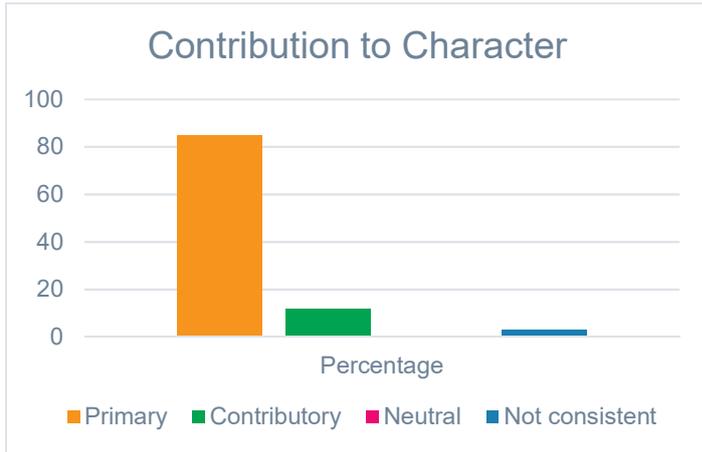
Fig 8: Marewa State Houses

The Marewa State Housing Character Areas are made up of the Marewa State Housing Character Zone and the Marewa State Housing Advocacy Area.

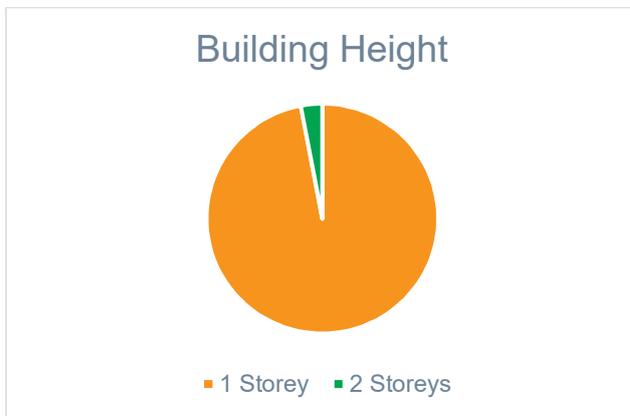
Within the **Marewa State Housing Character Zone**, the make-up of architectural styles are as follows:



With the focus of this Zone on its State Housing architecture, then the contribution to the State Housing character of each property is shown below:



Building heights are as follows:



Whilst both the Marewa State Housing Character Zone and Marewa State Housing Advocacy Area are still very complete in terms of a consistent character, protection of large areas of neighbourhood must be balanced with the need to redevelop and upgrade homes to ensure they meet the modern needs of residents and families. Housing New Zealand is the owner of a large proportion of the homes within this area. These traditional homes are now seen as cold and draughty, and are sometimes in the wrong configuration or the wrong size for the changing demographics of this country. People today are also less likely to grow their own food, or need such large sections. Housing New Zealand is working through a programme to redevelop these older neighbourhoods to better serve the needs of their tenants – smaller sections, and a mix of smaller modern units and larger, multi-family houses. Houses are fully insulated, with double glazing and efficient heating options – all important for maintaining healthy families.

In addition, Marewa is located in relative close proximity to the city centre – meaning that privately owned properties in this location are ripe for redevelopment and intensification. A balance needs to be achieved by providing opportunities for redevelopment alongside protection of the very best and intact character areas.

Heritage Character Statement

Background

The reclamation and development of the mid 1930's saw the Marewa State Housing area made available for housing. The national state housing movement saw a focus in this suburb behind the Marewa shopping centre to Latham Street and between, and including Bedford Road and Russell Road.

Architectural Value

The number of designs exceeded 400 and varied from single bedroom duplex to three-bedroom single houses and apartment units. The total of residences built in this period exceeded 30,000 by 1950 and left a lasting legacy of sound, well-constructed dwellings. The simple designs with terra cotta tile roofed weatherboard clad units are a significant part of New Zealand's architectural landscape that needs to be recognised for the role in our housing development.

Historic Value

The State Housing scheme provided housing for lower income New Zealander's at a time when population growth was on the increase and through the economic depression of the late 1930's.

Social Value

The first labour Government saw the implementation of the scheme as a means of providing quality housing for lower income people and providing employment for people in the building of the houses. New communities were established based around the state housing schemes and Marewa was a prime example of where this happened. The impact of this housing scheme has been felt through the generations as New Zealanders have grown up in these houses.

Recommendations

To retain the existing Marewa State Housing Character Zone boundaries as the newly created Marewa State Housing Character Precinct, with the exception of the removal of rear lots, as shown on the map below:



Fig. 9: Revised Marewa State Housing Character Precinct (outlined and shaded pink)

To adopt the General Residential Zone provisions with the exception of:

Land Use Activities

- Residential units and residential activity where: one residential unit per site

The General Residential Zone permits some non-residential activities to a limited extent. Within a neighbourhood that is predominantly residential in nature, non-residential activities require a little more management. It is recommended that the following land use activities require a resource consent as a controlled activity:

- Residential care facilities
- Day care centres
- Educational facilities

Bulk and Location

- A maximum height of 5m
- A 6m front yard
- A 40% maximum site coverage

- A 40% minimum landscaped area
- Front fences a maximum of 0.9m in height (if solid) or 1.2m if visually permeable

Construction, Demolition, Relocation, and Alterations

Additional rules that protect the built fabric from corrosion and fragmentation, as follows:

- Construction or placement of accessory buildings/minor residential units located behind or to the rear of an existing Principal Residential Building is permitted
- Construction or placement of residential units require a resource consent with the ability to decline and guidance around appropriate design
- Demolition or relocation off site of residential units built prior to 1 January 1960 require a resource consent with the ability to decline
- External additions and alterations to dwellings built prior to 1 January 1960 require a resource consent with the ability to decline and guidance around appropriate design

Subdivision

- Min. lot size 500m²

Te Awa Bungalow Character Areas

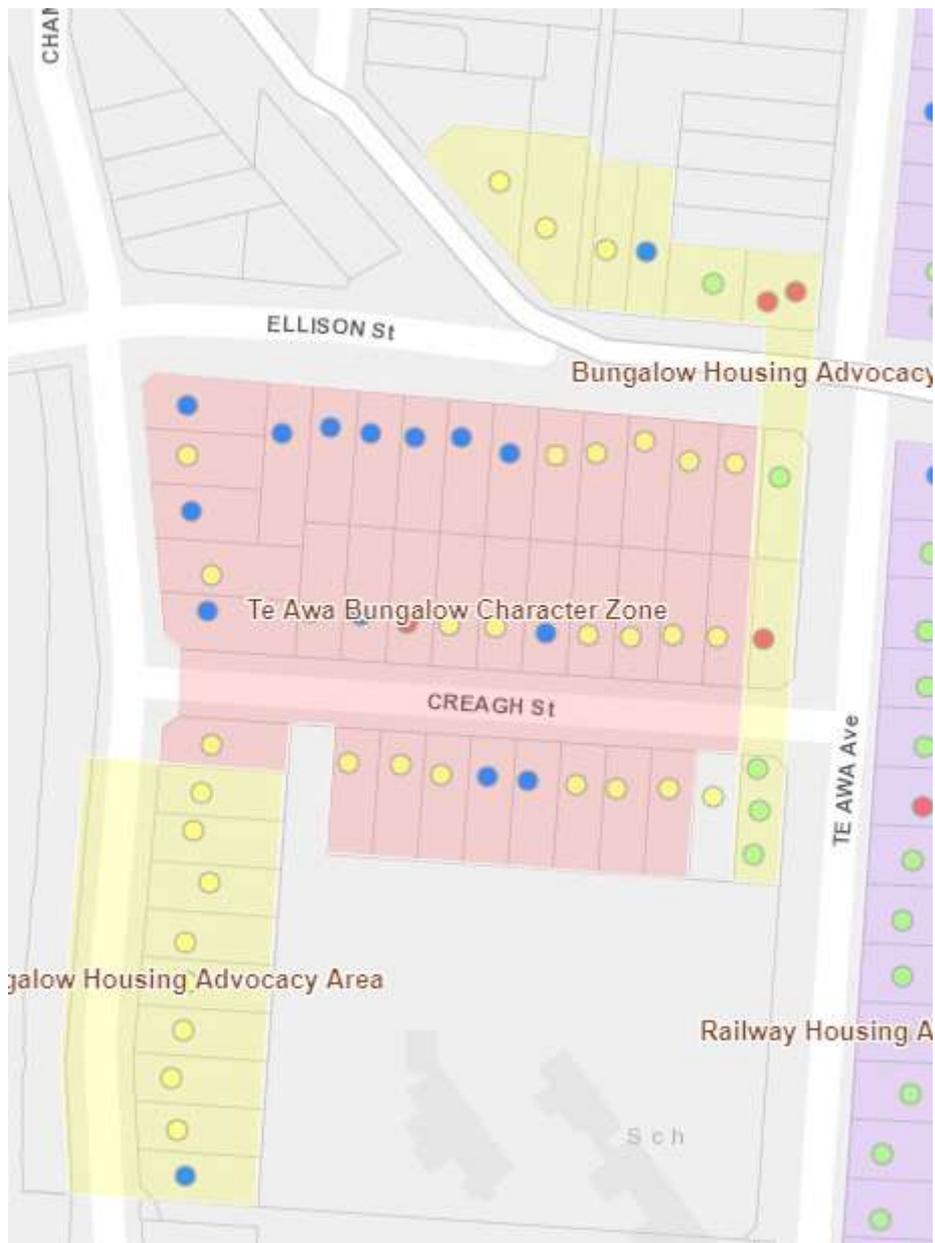


Fig 10: Existing Te Awa Bungalow Character Zone (red shading) and Te Awa Housing Advocacy Area (yellow shading). Coloured dots on each property indicate its contribution to character.

The Te Awa Bungalow Character Areas consist of the Te Awa Bungalow Character Zone and the Bungalow Housing Advocacy Area. Te Awa was reclaimed and redeveloped between 1910 and 1930. In 1927, the Borough Council extended its boundaries to incorporate an area of land to the south of Napier near the Napier Boys' High School. This area included a six-acre area of subdivided land and a further 28-acre block of land that would be reclaimed and developed when complete (now the Marewa Art Deco Character Zone). The six-acre block, located immediately north of Napier Boys' High School had been reclaimed, subdivided and developed between 1925 and 1928.

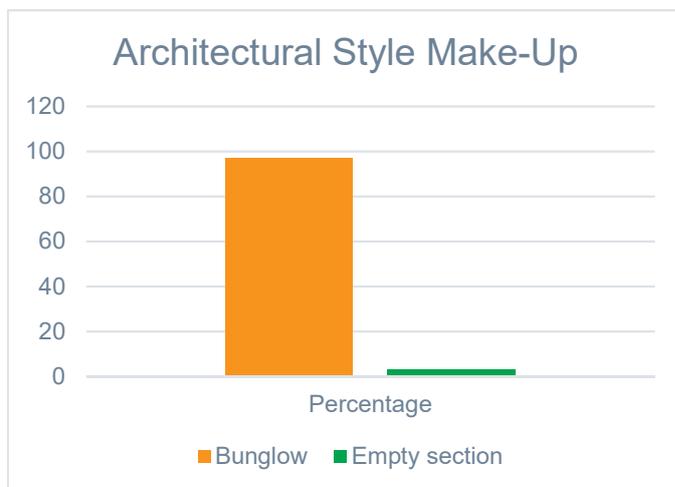
Coherent features within this area include:

- Houses predominantly bungalow in style
- Single story houses
- Section sizes of around 530m²
- Deep and skinny sections
- Front yard setbacks of around 4-5m
- Houses positioned on the western boundary, providing for sunlight penetration on the east
- Garages located at the rear
- Low front fences or walls (no more than 1.2m high)
- Low side boundary fences at the front (no more than 1.5m)
- Wide streets (around 13m) with footpaths both sides and grass berms

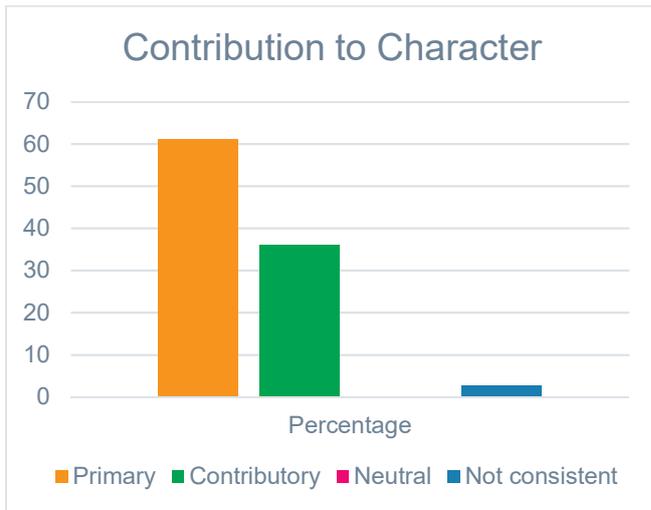


Fig 11: Te Awa Bungalows

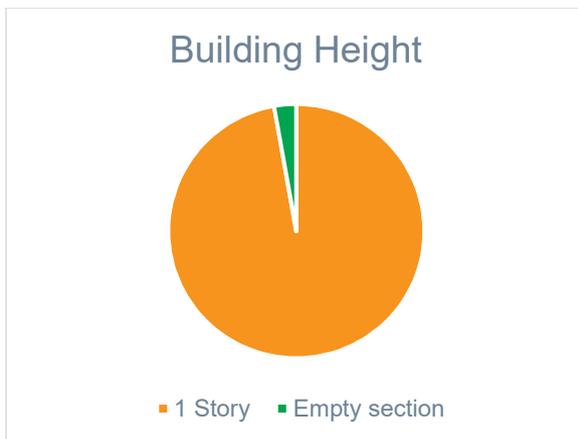
The **Te Awa Bungalow Character Zone** has a very consistent and coherent character, and if it wasn't for the fire that destroyed one of the houses, would be 100% single-story bungalows. Many are also in original condition and are well cared for. Within the **Te Awa Bungalow Character Zone**, the make-up of architectural styles are as follows:



With the focus of this Zone on its Bungalow architecture, then the contribution to the Te Awa Bungalow character of each property is shown below:



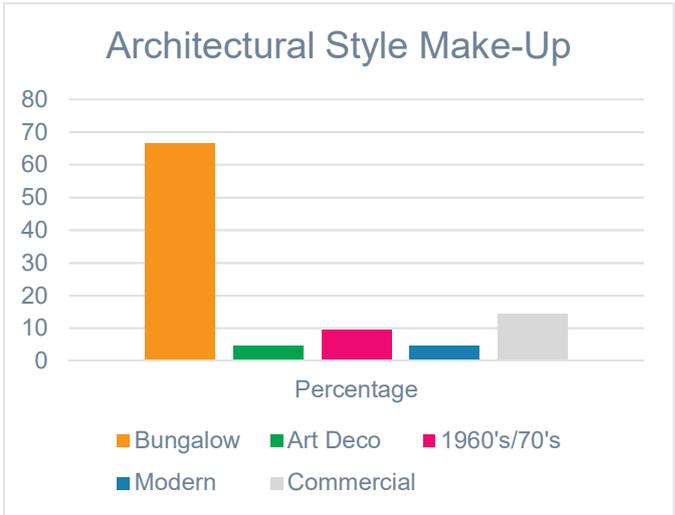
Building heights are as follows:



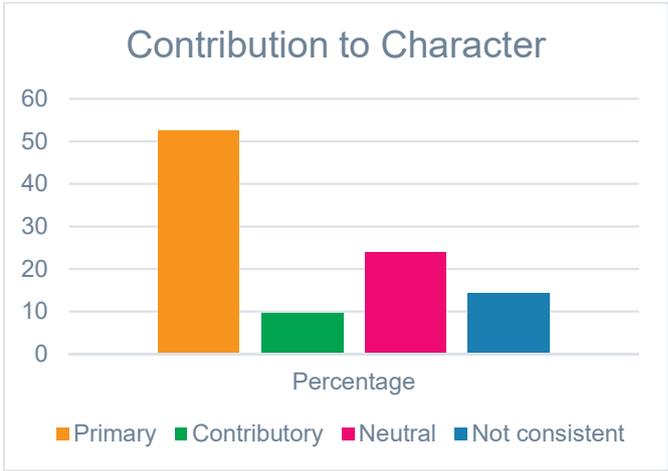
The existing Zone provisions are clearly doing an excellent job at retaining the majority of those elements that contribute to character, such as architectural style, and lot sizes and configuration. The Zone provisions will go some way to ensuring that any new build on the section where the house has been burned down is consistent with the character of the area, although there is no specific design control over the new dwelling (eg building materials, roof pitch, etc).

Recommendations

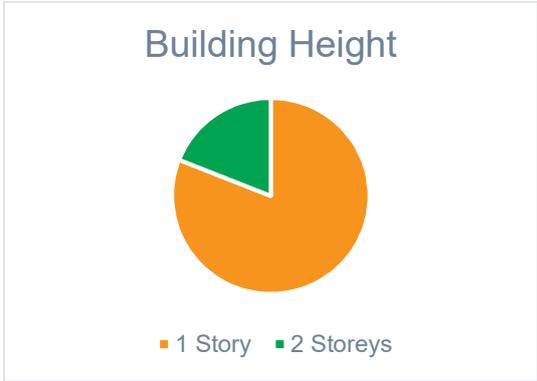
The **Bungalow Housing Advocacy Area** also remains relatively coherent, despite the lack of controls in the District Plan. This area has a wider period of time in which development occurred and so includes a wider variety of housing styles. Within the **Bungalow Housing Advocacy Area**, the make-up of architectural styles are as follows:



With the focus of this Area on its Bungalow architecture, then the contribution to the character of each property is shown below:



Building heights are as follows:



Given the consistency in character beyond the existing Te Awa Bungalow Zone into the Advocacy Area, there is merit in exploring the extension of the new precinct area.

Heritage Character Statement

Background

The Te Awa area was developed prior to the Hawke's Bay earthquake and the houses constructed were Bungalows.

Architectural Value

The move from Villa's to Bungalow's saw the roof pitch drop from 30 degrees to around 15 degrees, deep verandahs, generally lower, with smaller casement windows and often opening directly from the rooms to the outside, all in an effort to suit the local climate. Many of the houses in the Te Awa have aspects similar to the Villa and it was common for the Villa design to be adapted to appear as a Bungalow. They are modest houses, not grandiose mansions generally associated with the Bungalow. As a group, these houses are an outstanding and unaffected collection of Bungalows of a fixed time period. Much of the attraction of these houses is the consistency of design and the standard of maintenance over the years.

Historic Values

The move from Villa's to Bungalow's saw the roof pitch drop from 30 degrees to around 15 degrees, deep verandahs, generally lower, with smaller casement windows and often opening directly from the rooms to the outside, all in an effort to suit the local climate. Many of the houses in the Te Awa have aspects similar to the Villa and it was common for the Villa design to be adapted to appear as a Bungalow. They are modest houses, not grandiose mansions generally associated with the Bungalow. As a group, these houses are an outstanding and unaffected collection of Bungalows of a fixed time period. Much of the attraction of these houses is the consistency of design and the standard of maintenance over the years.

Social Value

As a collective of houses, the Te Awa Bungalows provide a reference to the housing era prior to the State Housing Scheme.

Recommendations

To redefine the Te Awa Bungalow Character Precinct as shown on the map below, taking in additional properties in Chambers Street.

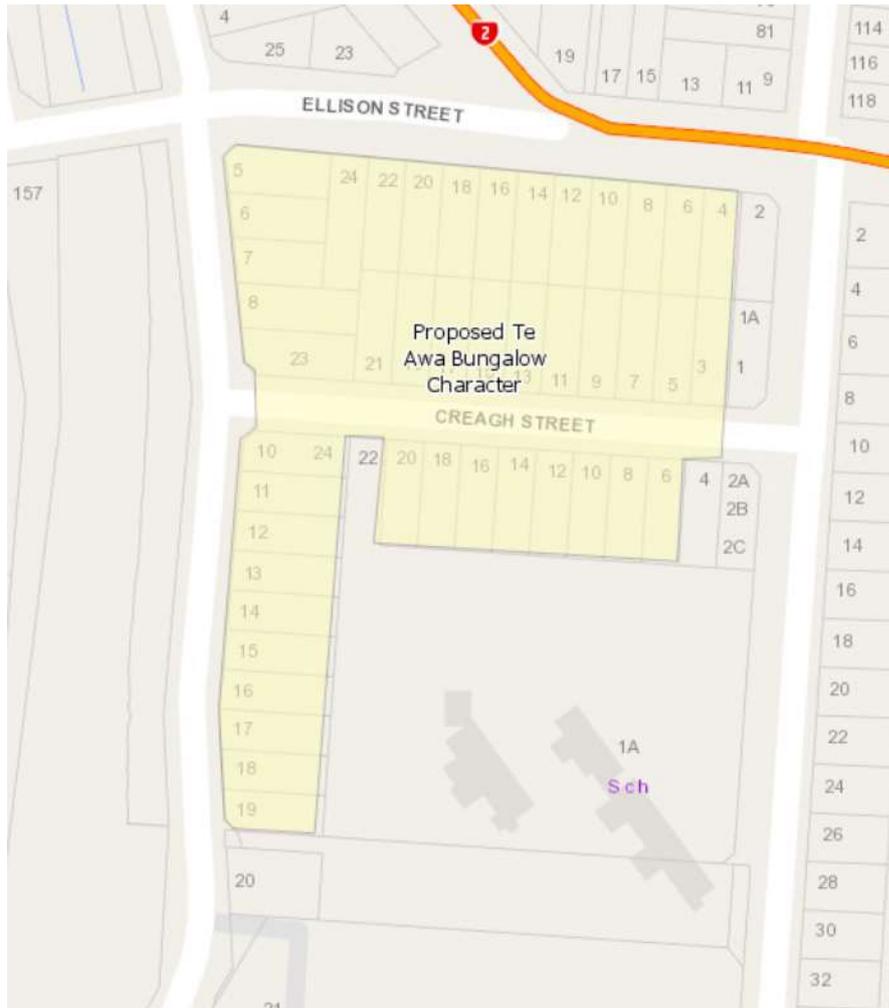


Fig. 12: Revised Te Awa Bungalow Character Precinct boundaries (shaded and outlined in yellow)

To adopt the General Residential Zone provisions with the exception of:

Land Use Activities

- Residential units and residential activity where: one residential unit per site

The General Residential Zone permits some non-residential activities to a limited extent. Within a neighbourhood that is predominantly residential in nature, non-residential activities require a little more management. It is recommended that the following land use activities require a resource consent as a controlled activity:

- Residential care facilities
- Day care centres
- Educational facilities

Bulk and Location

- A maximum height of 5m
- A 6m front yard
- A 40% maximum site coverage
- A 40% minimum landscaped area
- Front fences a maximum of 0.6m in height (if solid) or 0.9m (if visually permeable)

Construction, Demolition, Relocation, and Alterations

Additional rules that protect the built fabric from corrosion and fragmentation, as follows:

- Construction or placement of accessory buildings/minor residential units located behind or to the rear of an existing Principal Residential Building is permitted
- Construction or placement of residential units require a resource consent with the ability to decline and guidance around appropriate design
- Demolition or relocation off site of residential units built prior to 1 January 1940 require a resource consent with the ability to decline
- External additions and alterations to dwellings built prior to 1 January 1940 require a resource consent with the ability to decline and guidance around appropriate design

Subdivision

- Min. lot size 500m²

Railway Housing Advocacy Area



Fig 13: Existing Railway Housing Advocacy Area (purple shading). Coloured dots on each property indicate its contribution to character.

The railway line from Napier to Hastings was constructed in 1874. Construction of the line to the north (Eskdale) was commenced in 1912 and completed in 1922, finally reaching Gisborne in 1942.

The Railways Department provided housing for its workers from as early as the 1880's, most often alongside the railway corridors on which they worked. In the 1920's, a shortage of suitable housing led the Department to increase provision, setting up a factory at Frankton and Lower Hutt to produce prefabricated housing to a series of standardized designs. Early architectural designs include a hipped roof, symmetrical façade with a window either side of a recessed entranceway. Later architectural design includes a pitched roof entry porch supported by wooden pillars, eaved front windows and transversely pitched roof. Other common features of the character of this area are:

- Buildings are generally positioned close to the road
- Little side yard provision
- Low picket fences along the road boundary
- Timber cladding
- Corrugated iron roofing
- Small section sizes (165m² to 450m²)



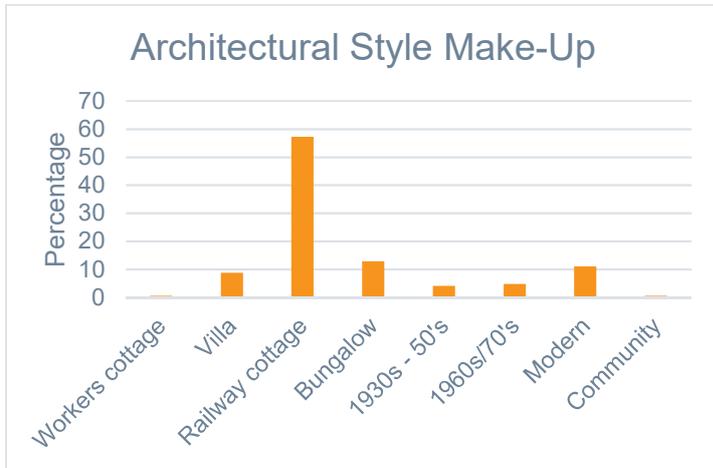
Fig 14: Railway Cottages



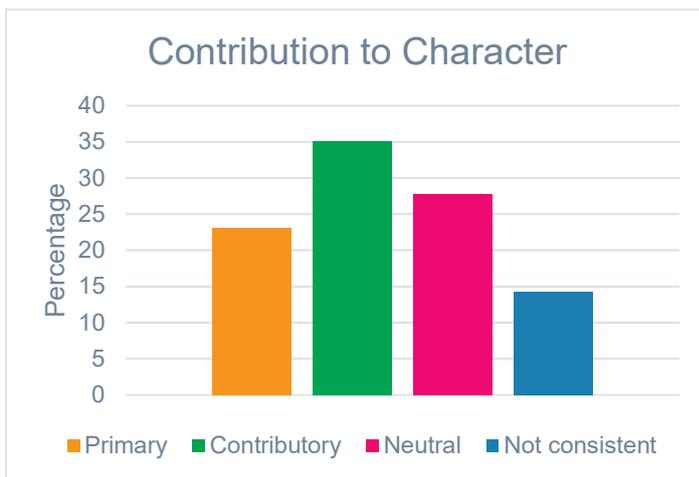
Fig 15: Railway Cottages

The Railway Housing Advocacy Area has remained largely intact despite the absence of District Plan provisions that ensure protection. However, where the original houses still exist, many have been altered. The existing area includes a variety of railway housing designs, with each style of house being occupied by workers holding different positions within the corporation.

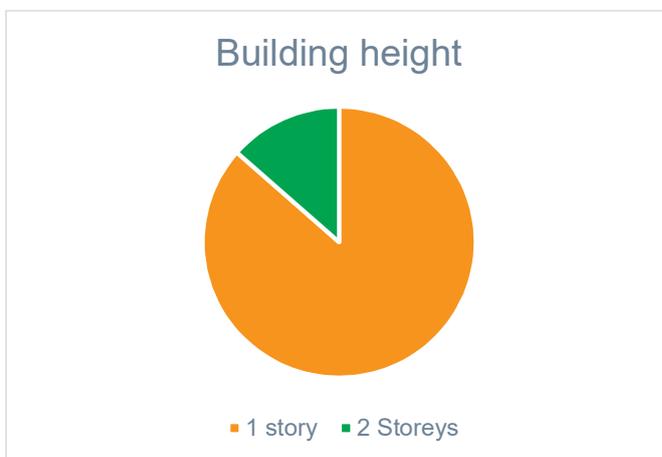
Within the **Railway Housing Advocacy Area**, the make-up of architectural styles are as follows:



With the focus of this Area on its Railway Cottage architecture, then the contribution to the character of each property is shown below:



Building heights are as follows:



Given that this Area is in close proximity to the CBD, and is also close to other amenities such as reserves and the waterfront, there is a relatively high risk of this Area being redeveloped. This has already started in Te Awa Avenue, where multi-unit townhouse developments have been built. The Area currently has no provisions to protect against site redevelopment. It must be considered whether pockets of largely intact and representative examples of railway cottages within this area warrant protection provisions. For example, the group of buildings from 180 to 190 Wellesley Road are representative examples of early Railway Cottages. Sections of McGrath Street and Te Awa Avenue also contain fairly complete groups of railway houses, and even beyond the existing Railway Housing Advocacy Area from 110 to 120 Te Awa Avenue (except 116A and 118A Te Awa Avenue) there is a good group of Railway Cottages of the same style.

Heritage Character Statement

Background

The development of the rail system in New Zealand was a significant step forward in the country's transportation system, in the era prior to motor vehicles being common. To construct and maintain the railways, housing needed to be provided and this scheme met this need.

Architectural Value

The houses were designed on a series of simple footprints which depended on the hierarchy of the occupants. The architectural style was a combination of workers' cottages and villas and due to the prefabrication of most of these houses, the embellishments were often what stood them apart.

Historic Value

Housing for the railway construction and maintenance workers was the prime reason for the development of the scheme and the houses in Napier were built for the Wellington to Napier and Napier to Gisborne lines. The houses are located on the railway corridor of Wellesley Road, McGrath Street and Te Awa Avenue and form a cohesive example of the Railway Houses. The prefabrication of these houses of the 1910's and 1920's was an early example of factory construction with the intention of mass production to fulfill a specific need. This method was adopted in the 1930's for the State Housing Scheme.

Social Value

The railways were a major factor in the development of New Zealand, and Napier was progressed greatly by the connection south via the railway. Access was provided to the port for the transport of produce and an important passenger route was opened. The railway houses in Napier pre-dated the Napier South and Te Awa developments, which were on reclaimed land. This community of railway workers existed in a form of isolation in houses purpose built to meet their needs.

They remain as a reference to the time in history when the railways were expanding and linking our towns with a large workforce of manual workers who were often moved from site to site as required.

Recommendations

Given this area is identified as an Advocacy Area in the existing District Plan – which does not have any provisions associated with it, it is recommended that Council undertake engagement with the building owners before concluding that this area should be protected in the new District Plan.

Although the entire extent of the area that was surveyed contains good examples of Railway Cottages, the best surviving examples of Railway Cottages can be found within extent shown on the map below:

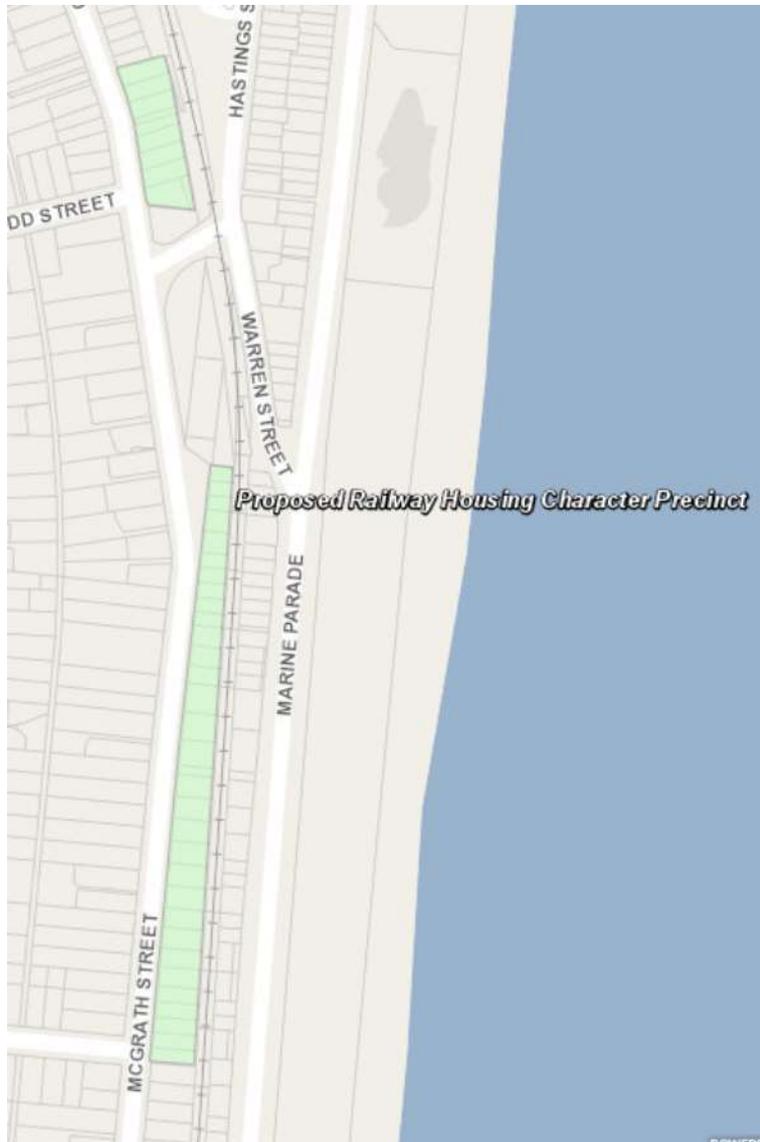


Fig. 16: Proposed Railway Housing Character Precinct

This section contains representative examples of the various Railway Housing designs that existed from the early 1900's through to 1930. The majority of these houses have been well-maintained and are clearly cared for. The Little Theatre bookmarks the southern extent of this area. Although this theatre played a key part in the neighbourhood at the time these houses were being developed (from the early 1930's I believe), the character of this theatre is quite different to those houses that it sits amongst, and has therefore not been included in the area.

To adopt the General Residential Zone provisions with the exception of:

Land Use Activities

- Residential units and residential activity where

Bulk and Location

- A maximum height of 5m
- Front fences a maximum of 1.2m in height and is at least 50 per cent visually open as viewed perpendicular to the front boundary

Construction, Demolition, Relocation, and Alterations

Additional rules that protect the built fabric from corrosion and fragmentation, as follows:

- Construction or placement of accessory buildings/minor residential units located behind or to the rear of an existing Principal Residential Building is permitted
- Construction or placement of residential units require a resource consent with the ability to decline and guidance around appropriate design
- Demolition or relocation off site of residential units built prior to 1 January 1930 require a resource consent with the ability to decline
- External additions and alterations to dwellings built prior to 1 January 1930 require a resource consent with the ability to decline and guidance around appropriate design

Subdivision

- Min. lot size 350m²

Ahuriri Character Areas

The Ahuriri Character Areas consist of four separate areas: Hardinge Road Character Area; Battery Road Character Area; Coronation Street Character Area; and Iron Pot Character Area. These Areas were created following the architectural appraisal of Ahuriri and its built environment, published as the Port Ahuriri Heritage Study in 1994 by Dr Jeremy Salmond. The Areas feature a diverse range of housing styles and industrial scale buildings characteristic to the Ahuriri area, with each Area reflecting the period in which it was developed (usually reclaimed). The designation of each area is not solely related to the display of common features or architectural style, but also considers age and location.

The earliest housing can be found in Hardinge Road, Waghorne Street and the hill side of Battery Road, an area that was reclaimed in 1886, however some housing stock may date from as far back as the 1850's. The Port Ahuriri Heritage Study, 1994, provides a

comprehensive description of the building styles throughout the years. These are further described in each of the Character Area descriptions below.

Hardinge Road Character Area



Fig 17: Existing Hardinge Road Character Area (aqua shading). Coloured dots on each property indicate its contribution to character.

This is the oldest area of development in Ahuriri (known as Eastern Spit), dating from the 1850's. The early Workers Cottages are small in scale and simple in form, grouped tightly on small sections and located close to the street. At the time of writing the Port Ahuriri Heritage Study in 1994, many of these cottages still existed. Now, many have been removed and replaced by multi-story modern townhouses, particularly along Hardinge Road, where very few original cottages now remain. Hardinge Road also contains a number of later houses, such as Victorian Villas and a limited number of Bungalows on larger sites. Waghorne Street also contains a large number of early Workers Cottages and Villas. Being one street back from the waterfront, Waghorne Street has remained more intact than Hardinge Road, with modern houses breaking up groups of original homes. Where the original character exists, this is shown as:

- Small, narrow sites
- Simple, small Workers Cottages or larger Victorian Villas on larger sites
- Houses located in close proximity to the road frontage and with limited side yards
- Predominantly single-story dwellings
- Timber construction



Fig 18: Hardinge Road Character Area



Fig 19: Hardinge Road Character Area

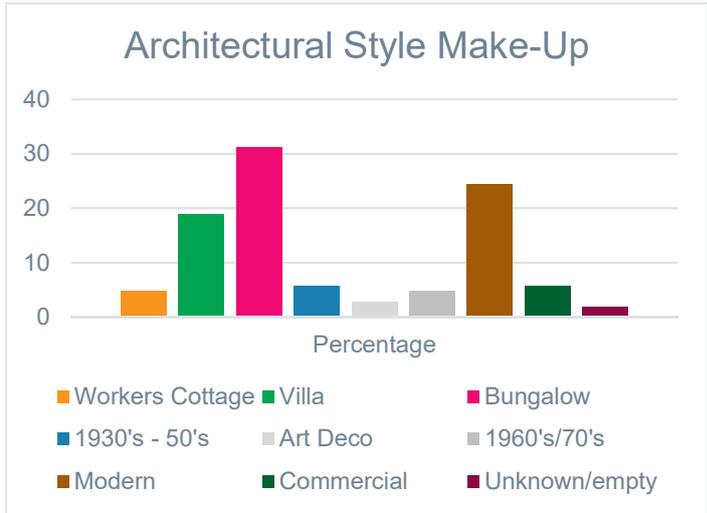


Fig 20: Hardinge Road Character Area (Waghorne Street)

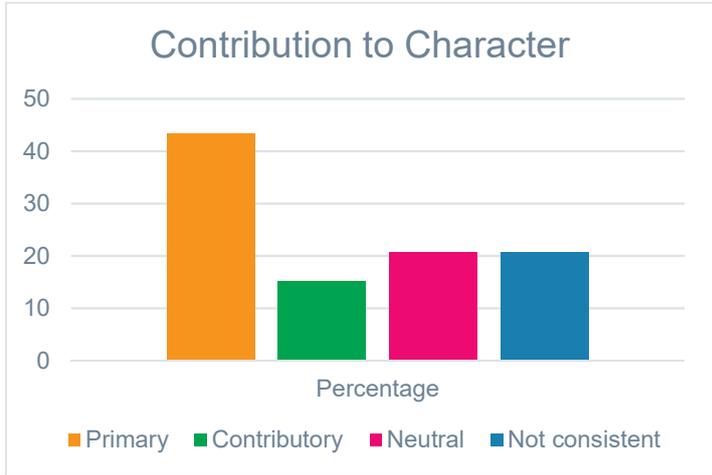


Fig 21: Hardinge Road Character Area (Waghorne Street)

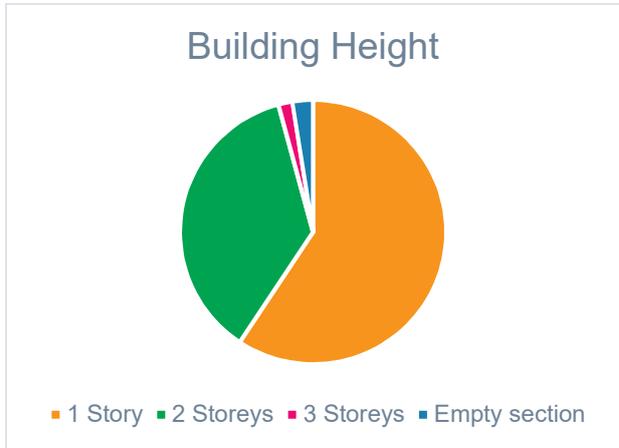
Within the **Hardinge Road Character Area**, the make-up of architectural styles are as follows:



With the focus of this Area on its older architecture (Workers Cottages, Villas, Bungalows and Art Deco), then the contribution to the character of each property is shown below:



Building heights are as follows:



The redevelopment of many of the sites on Hardinge Road has seen the replacement of the original buildings with modern dwellings, but the retention of bulk and location characteristics such as front and side yards, site coverage, and density. A number of the modern houses breach the height and height in relation to boundary requirement, and car parking is often provided on the ground floor, resulting in garage doors being presented at the street level. The character in Hardinge Road has essentially been lost, with the exception of a small group of Victorian Villas from 67 to 69 Hardinge Road. The only real means of protecting what is left is through the scheduling of individual buildings.

With Hardinge Road being almost fully redeveloped, Waghorne Street is now the subject of redevelopment attention. Again, new housing is very different in form, scale and materials to the original, and the demand for onsite car parking has resulted in whole streetscapes of garage doors (62 to 74 Waghorne Street). Those groups of buildings in Waghorne Street that remain largely intact are:

- 39A and B, and to a lesser extent 41 Waghorne Street
- 94 to 142 Waghorne Street (northern side), with the exception of a few non-character buildings
- 75 to 83 Waghorne Street (southern side), and then 101 to 119, with the exception of one house.
- 152 to 162 Waghorne St (northern side), with the exception of one house, and including 2 Chatham Street. This group could also be extended to 67, 68, 69 and 73 Hardinge Road.
- 125 to 131 Waghorne Street (southern side)

The current rules for the Hardinge Road Residential Zone allow building height to be increased the further a site is from the Hardinge Road boundary. This has resulted in out of scale development such as the addition to the building at 41 Waghorne Street. Without changes to this rule, there is a chance that additional out of scale development could occur in the future.

Heritage Character Statement

Background

The earliest settlement in this area was on the strip of land bordered by the sea and later the reclaimed lagoon area, and consisted mainly of workers' cottages and villas. Most of these have been replaced by modern houses as the area became more sought after. In Ahuriri, the spit, where Waghorne Street is now located, was the first area where housing was developed. Streets on either side were developed as reclamation provided additional dry ground.

Most of the character houses can now be found in Waghorne Street where there isn't a coastal frontage and the sites haven't been as desirable for development.

Architectural Value

The remaining workers houses and villas are good examples of these styles. The small groupings of houses of consistent design, exterior materials, setbacks, height and front fencing presents a cohesive enclave of houses of the era.

Historic Values

These remaining houses are an important component of the heritage housing of Napier. They present an era of reclamation and new housing when Napier was developing at a rapid rate and land for housing was at a premium. The development of Napier prior to the 1931 Hawke's Bay Earthquake was based around the reclamation of lagoons and swamp lands and Ahuriri was one of the early areas focused on.

Social Value

The changing face of the Ahuriri area, more specifically along the shoreline, has put pressure on the adjacent streets and the houses of these streets. Much of the heritage component of the area has been lost and with it, the connection with the era when these houses were built is being lost.

Recommendations

To rename Hardinge Road Character Area as Ahuriri Spit Character Precinct and amend its boundary as follows:

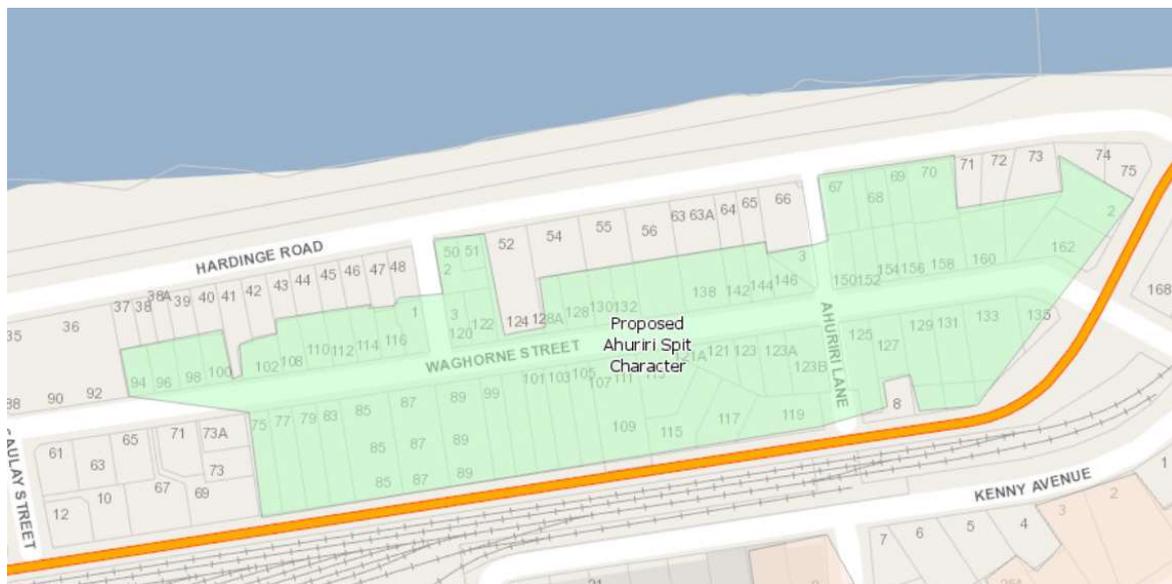


Fig 22: Revised Ahuriri Spit Character Precinct extent (shaded green)

To adopt the General Residential Zone provisions with the exception of:

Land Use Activities

Residential units and residential activity where: one residential unit per site

The properties contained within the existing Hardinge Road Character Area are primarily within the Hardinge Road Residential Zone, with a few properties also located within the Napier Hill Character Zone. These zones permit some non-residential activities to a limited extent. In character areas that are solely residential in nature (and always have been), a greater level of management of non-residential activities may be required. However, the Hardinge Road Character Area has been developed with a mix of residential, commercial, and industrial activities, and this is reflected in a character that includes remnants of original commercial/industrial buildings, wide streets, and close proximity to commercial centres. It is therefore appropriate that any future heritage character area that has evolved from the Hardinge Road Character Area allows for non-residential activities on a limited basis.

Bulk and Location

- A 1m front yard (with exception of garages and accessory buildings)
- A 70% maximum site coverage
- A 15% minimum landscaped area
- Front fences a maximum of 1.2m in height

Construction, Demolition, Relocation, and Alterations

Additional rules that protect the built fabric from corrosion and fragmentation, as follows:

- Construction or placement of accessory buildings/minor residential units located behind or to the rear of an existing Principal Residential Building is permitted
- Construction or placement of residential units require a resource consent with the ability to decline and guidance around appropriate design
- Demolition or relocation off site of residential units built prior to 1 January 1930 require a resource consent with the ability to decline
- External additions and alterations to dwellings built prior to 1 January 1930 require a resource consent with the ability to decline and guidance around appropriate design

Battery Road Character Area



Fig 23: Existing Battery Road Character Area (blue shading). Coloured dots on each property indicate its contribution to character.

Battery Road traces the former shoreline of the inner harbour along the base of Mataruahou/Napier Hill. The area at the Battery/Waghorne/Shakespeare junction is particularly rich in history and contains some of the oldest surviving houses in Port Ahuriri, including Fitzgerald House and the Shepherd's Cottage. This area also contains mature trees, the old Tram Station, and other colonial buildings in good condition. One of the buildings in this group has recently been removed (9 Battery Road), while there has been some talk of removing the adjoining house at 11 Battery Road. Outside of this area, the south side of Battery Road was developed prior to the northern side, as the north was later reclaimed. This means that original houses along this road are older, and typically of Workers Cottage or Villa architectural style. There is also a high number of simple Bungalows. Since the Port Ahuriri Heritage Study was written in 1994, a number of sites have been redeveloped, typically as multi-storied multi-unit townhouses.

On the northern side of Battery Road, housing is primarily of Bungalow style, interspersed with Villas and a smattering of Art Deco. Properties at 35 to 49 Battery Road in particular are interesting in that they all face Battery Road at the same angle, parallel to the alignment of

Bull Street further to the west. Of these houses, six (39 to 49) are Bungalows. The northern side of Battery Road has seen little redevelopment in the way of house removal.

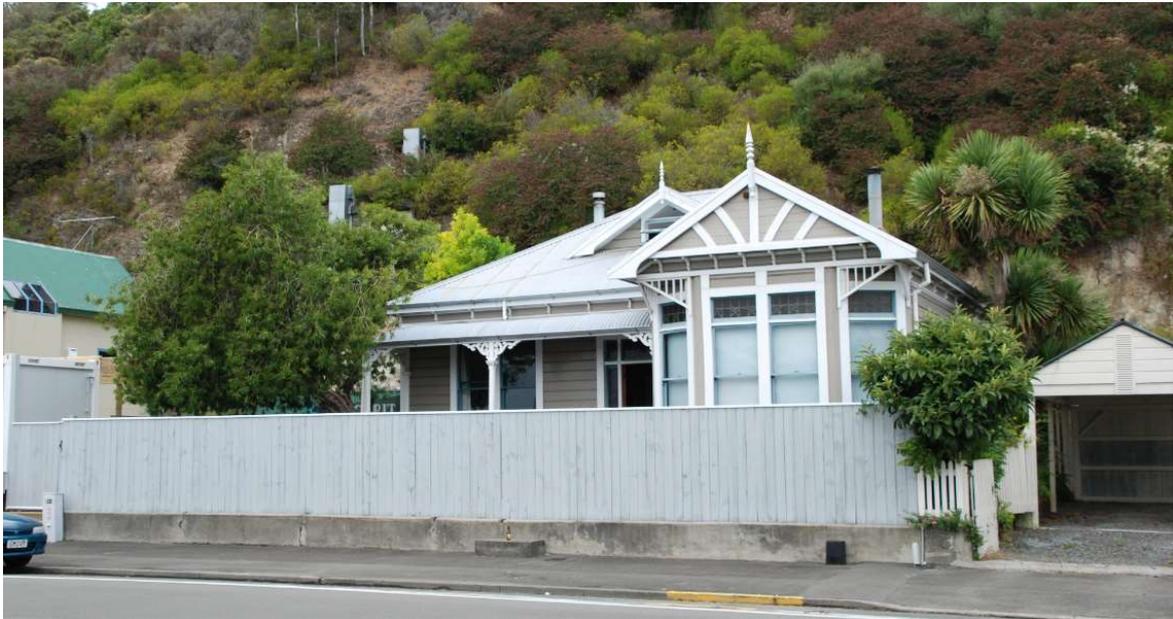


Fig 24: Battery Road Character Area



Fig 25: Battery Road Character Area

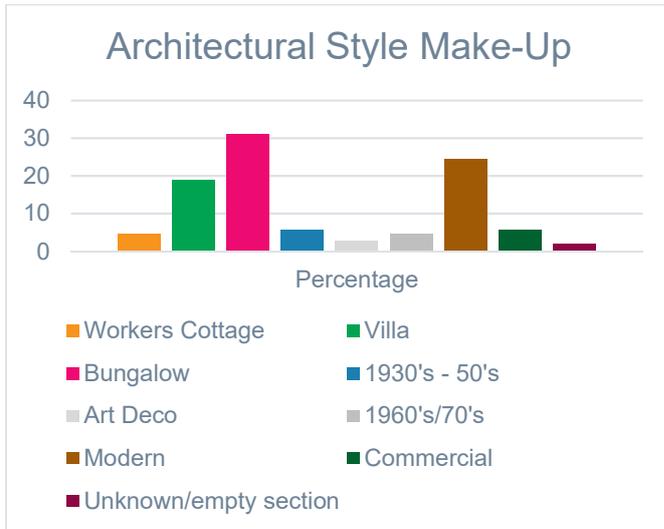


Fig 26: Battery Road Character Area

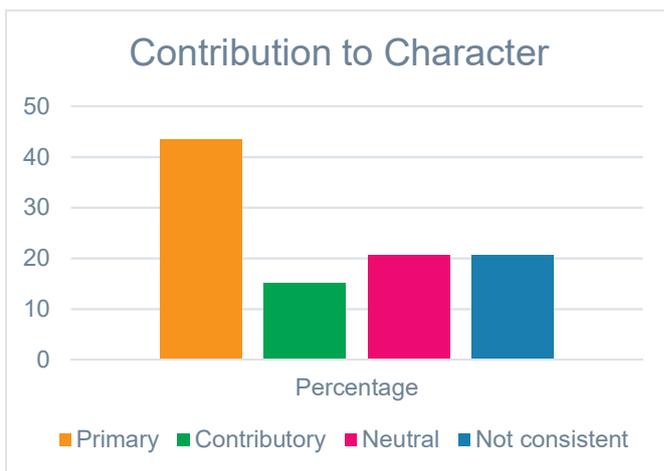


Fig 27: Battery Road Character Area

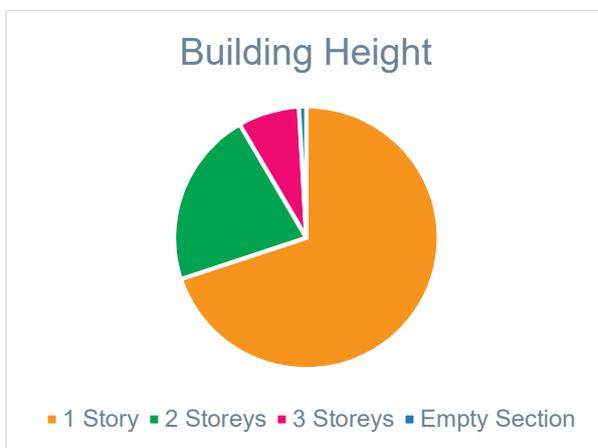
Within the **Battery Road Character Area**, the make-up of architectural styles are as follows:



With the focus of this Area on its older architecture (Workers Cottages, Villas, Bungalows and Art Deco, then the contribution to the character of each property is shown below:



Building heights are as follows:



Heritage Character Statement

Background

This zone sits to the North West of the Napier Hill and includes early areas of the settlement of Napier. Reclamation in the 1870's provided new land for housing development.

Architectural Value

The main landmark of the zone is the Tram shelter in the corner of Shakespeare Road and Battery Road. This historic building sits between the character homes to the East and the Villas & Bungalows to the West. The architectural styles in the zone are mixed, Villas, Bungalows and Modern houses.

Historic Value

Battery Road is one of the historic areas of Napier and many of the houses date back to the earliest settlement and to the period of reclamation. The historic value of the zone lies with the Tram shed the historic houses and the groupings of Villas and Bungalows of the era, which forms an important component of Napier's built heritage.

Social Value

The zone contains a number of reference points to the early history of Napier. Many of the industrial buildings have been removed and only photographic record remains to portray the stories.

Recommendations

To combine the Battery Road Character Area and Coronation Street Character Area, renamed as Battery road Character Precinct, and with boundaries defined on the map below:

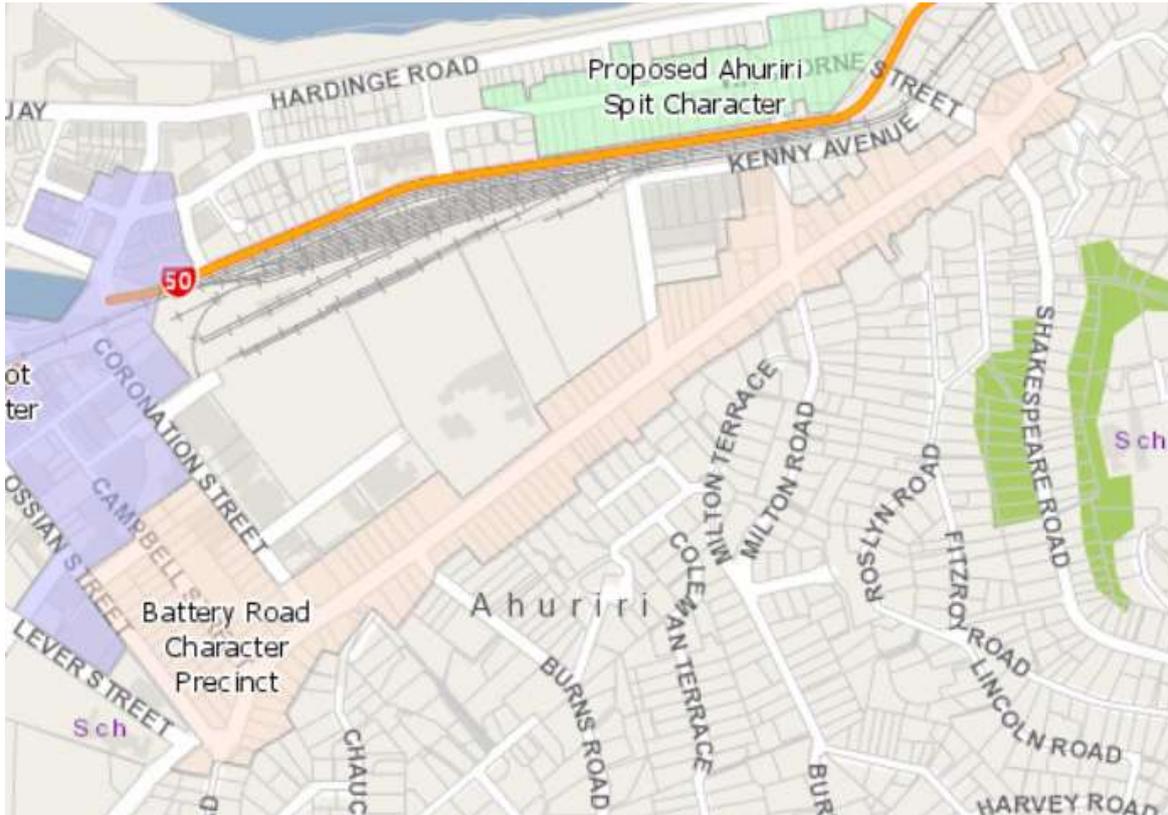


Fig. 28: Revised Battery Road Character Precinct (shaded pink)

To adopt the General Residential Zone provisions with the exception of:

Density

One residential unit per site with a net site area that is more than 350m²

Land Use Activities

- This is a mixed neighbourhood (especially if combined with the existing Coronation Street Character Area), and so it would not be appropriate to place greater controls on land use activities than what is provided by their underlying zoning.

Bulk and Location

- Front fences a maximum of 1.2m in height (50% permeability)
- 3m front yard with the exception of garages (which must be 5m from front boundary)
- Building coverage 50%
- Landscaped area 30% with one specimen tree provided

Construction, Demolition, Relocation, and Alterations

Additional rules that protect the built fabric from corrosion and fragmentation, as follows:

- Construction or placement of accessory buildings/minor residential units located behind or to the rear of an existing Principal Residential Building is permitted
- Construction or placement of residential units require a resource consent with the ability to decline and guidance around appropriate design

- Demolition or relocation off site of residential units built prior to 1 January 1940 require a resource consent with the ability to decline
- External additions and alterations to dwellings built prior to 1 January 1940 require a resource consent with the ability to decline and guidance around appropriate design

Coronation Street Character Area

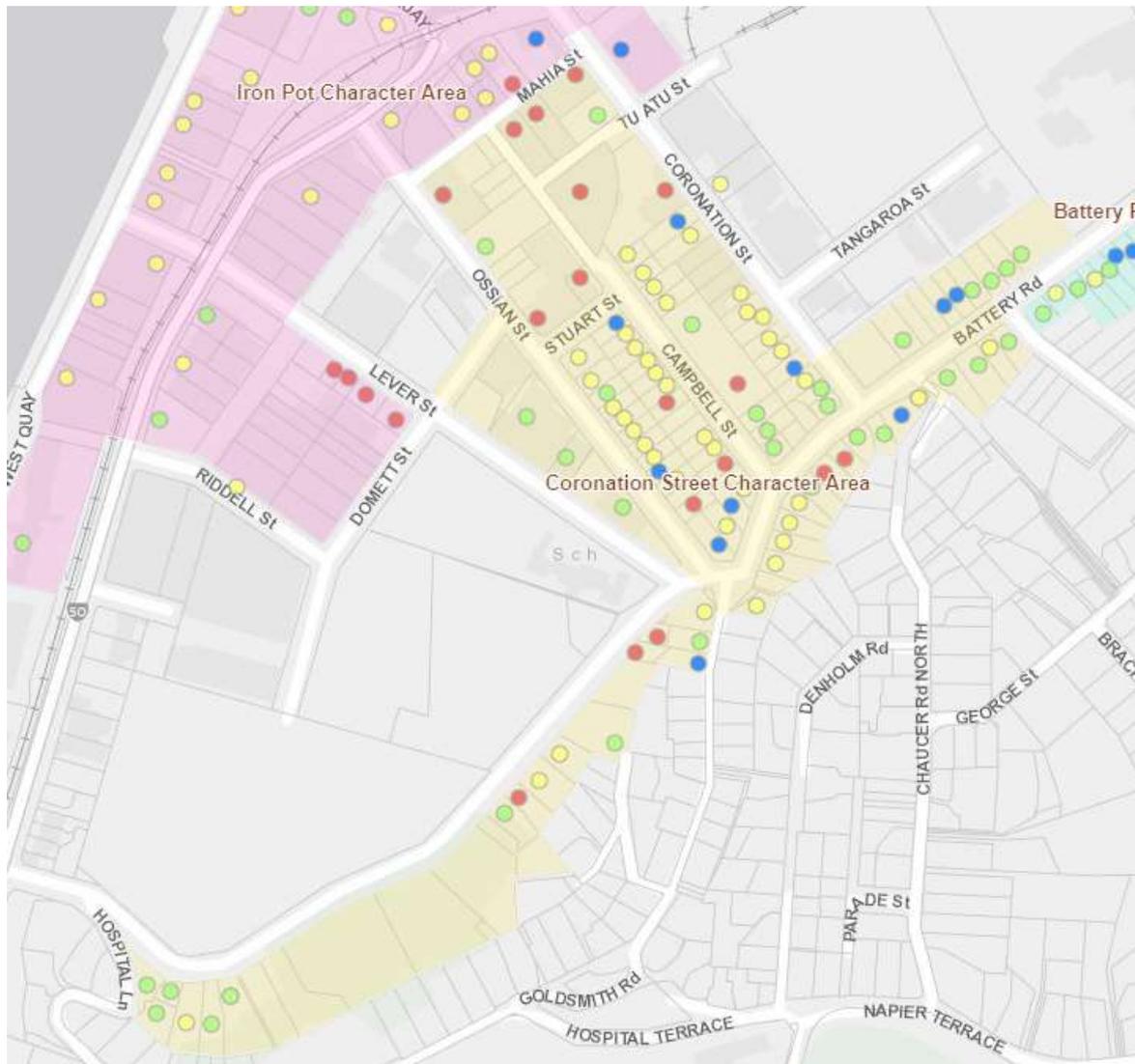


Fig 29: Existing Coronation Street Character Area (yellow shading). Coloured dots on each property indicate its contribution to character.

The Coronation Character Street Area is centred on Coronation and Ossia Streets between Mahia Street and Battery Road, as well as the western end of Battery Road. The area has a mix of residential, commercial and industrial buildings, as well as the former St Mary's Church, built in 1873 and relocated to its present site in 1910. The northern extent of the Area occupied what was once Gough Island or Te Koau— where the majority of early industrial buildings were located. Coronation Street was formerly the causeway between North and South Ponds (subsequently reclaimed), up until 1926. A row of houses on Ossia Street were built earlier, around the turn of the century. The Bungalows in Coronation Street were developed on the site of the former Murton's sheep dip factory – the surviving remnant of this being Tabard Theatre.

The residential section of Ossia Street consists of either turn of the century Workers Cottages or Villas, or later Bungalows on sites of 366m². Residential sites in Coronation

Street, having been developed a little later, are slightly larger (483m²) and contain Bungalows. Other features include:

- Deep, narrow sections
- Timber construction with corrugated iron roofs
- The older the house, the closer they are to the road frontage
- Houses positioned on the southern boundary to provide for sunlight access

The commercial/industrial section of Coronation and Ossian Streets were developed earlier (particularly the eastern side of Ossian Street) and are located on Gough Island (Te Koau). The majority of this earlier development was cleared in the early 1920's for the National Tobacco Company factory, a similar date for the development of the Coronation Street residential area. Although some redevelopment has occurred in the commercial/industrial buildings, its character has been maintained. Elements of this character include:

- Large iron-clad warehouses, some with saw-tooth roof profile
- Higher roof heights (either as a single story, or two story building)
- Buildings positioned on the road boundary and with adjacent areas for vehicle movements/storage.
- High site coverage
- Larger sites
- Very wide streets (approx. 10m road reserve)
- Lack of trees or grass (though Ossian St previously had a row of street trees)



Fig 30: Coronation Street Character Area



Fig 31: Coronation Street Character Area

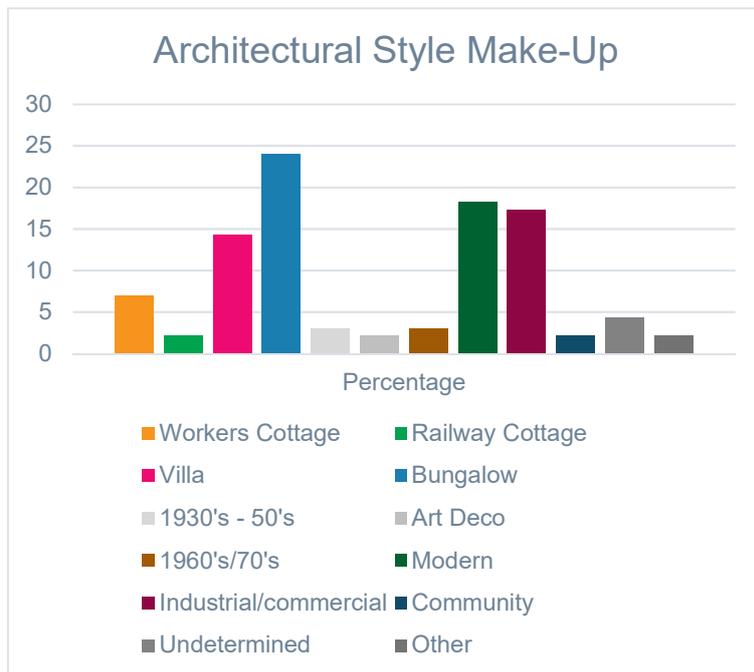


Fig 32: Coronation Street Character Area

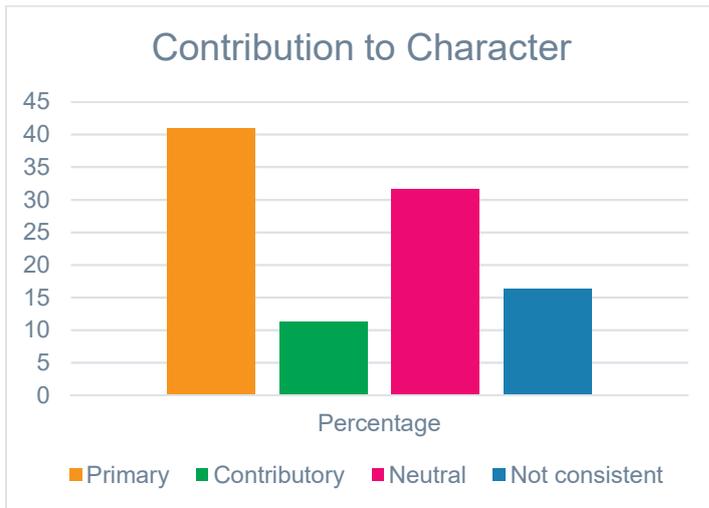


Fig 33: Coronation Street Character Area

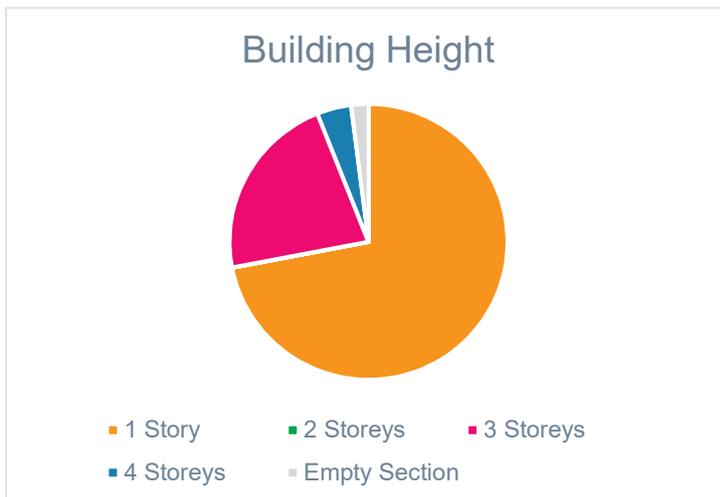
Within the **Coronation Street Character Area**, the make-up of architectural styles are as follows:



It is clear from the figure above that the Coronation Street Character Area does not have a predominant style of development pattern, architecture, or activity type, and that this is more of a mixed streetscape environment. There are however, more houses than industrial/commercial premises, and so in determining whether a site displays features that are consistent with those of the predominant character, houses that are of Bungalow style or older are considered the primary character.



Building heights are as follows:



The Commercial/Industrial properties to the northern extent of this Character Area are more consistent with the features of the Iron Pot Character Area, which it adjoins. The majority of the Coronation Street Character Area (being residential in nature and primarily of an older housing stock) is consistent with the Battery Road Character Area (particularly the northern side). Character for both the Battery Road and Coronation Street Character Areas where housing is predominant generally consists of housing predominantly of Bungalow or older housing styles, on sites 350m² to 500m² (the southern side of Battery Road differs because of its position against the hill slope), narrow side yards, and the majority of garden space located to the rear.

Heritage Character Statement

Background

This zone sits to the North West of the Napier Hill and includes early areas of the settlement of Napier. Reclamation in the 1870's provided new land for housing development.

Architectural Value

The main landmark of the zone is the Tram shelter in the corner of Shakespeare Road and Battery Road. This historic building sits between the character homes to the East and the Villas & Bungalows to the West. The architectural styles in the zone are mixed, Villas, Bungalows and Modern houses.

Historic Value

Battery Road is one of the historic areas of Napier and many of the houses date back to the earliest settlement and to the period of reclamation. The historic value of the zone lies with the Tram shed the historic houses and the groupings of Villas and Bungalows of the era, which forms an important component of Napier's built heritage.

Social Value

The zone contains a number of reference points to the early history of Napier. Many of the industrial buildings have been removed and only photographic record remains to portray the stories.

Recommendations

To combine the existing Battery Road Character Area with the Coronation Street Character Area, while shrinking the extent of the Coronation Street Character Area as it extends into the upper Ossian and Coronation Street areas. The new boundary of the combined and newly named Battery road Character Precinct is shown in the map below:

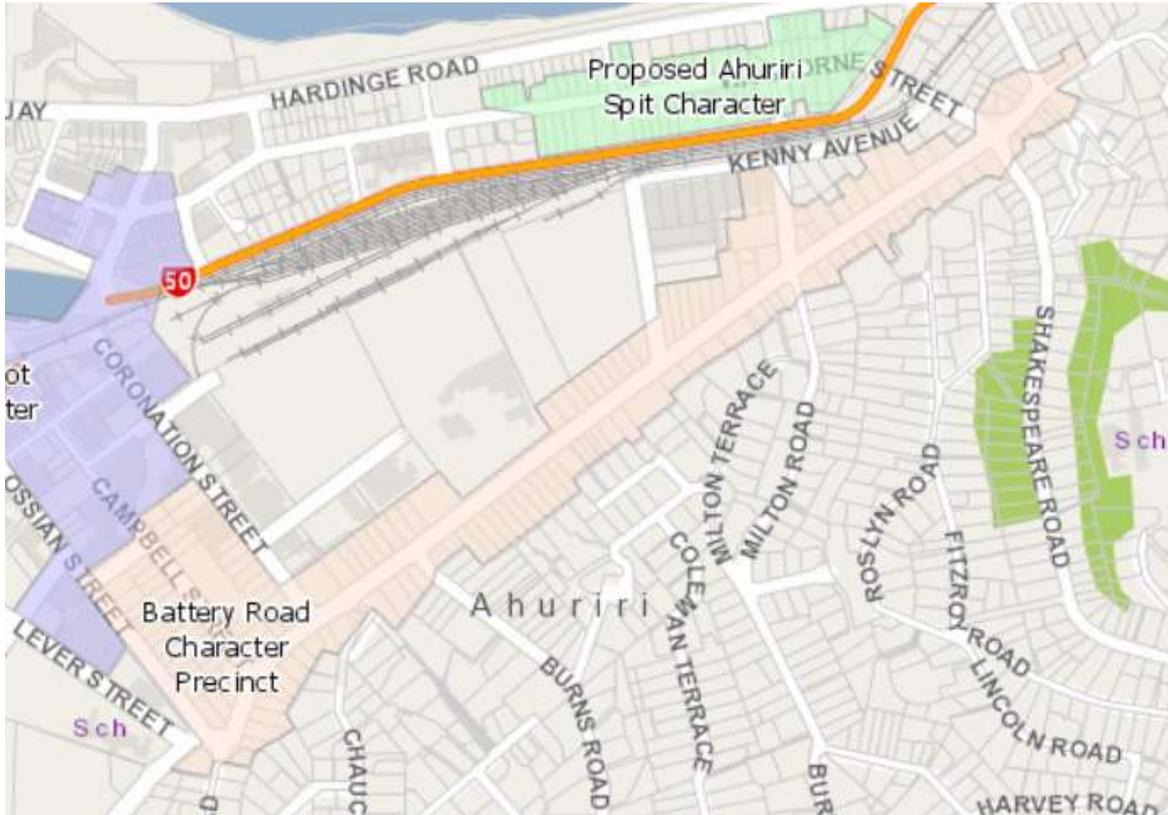


Fig. 34: Revised Battery Road Character Precinct (shaded pink)

Coronation Street Character Area is both within the existing Northern Residential Zone and the Mixed Use Zone. The provisions for each of these zones vary considerably, with the Mixed Use Zone providing for a mix of residential, commercial, and light industrial activities, and with a built form that is more intensive than typical residential zones (eg higher max height, reduced boundary setbacks, increased maximum site coverage, and reduced landscaping requirements).

Any new precinct provisions that overlap these underlying provisions need to provide for these different areas while protecting the existing character. As such, it is recommended to introduce only those provisions that retain existing character.

To adopt the General Residential Zone and Mixed Use Zone provisions (where each of the sites lie) with the exception of:

Density

One residential unit per site

Land Use Activities

- This is a mixed neighbourhood (especially if combined with the existing Battery Road Character Area), and so it would not be appropriate to place greater controls on land use activities than what is provided by their underlying zoning.

Bulk and Location

- Front fences a maximum of 1.2m in height (50% permeability)
- 3m front yard with the exception of garages (which must be 5m from front boundary)
- Building coverage 50%
- Landscaped area 30% with one specimen tree provided

Construction, Demolition, Relocation, and Alterations

Additional rules that protect the built fabric from corrosion and fragmentation, as follows:

- Construction or placement of accessory buildings/minor residential units located behind or to the rear of an existing Principal Residential Building is permitted
- Construction or placement of residential units require a resource consent with the ability to decline and guidance around appropriate design
- Demolition or relocation off site of residential units built prior to 1 January 1940 require a resource consent with the ability to decline
- External additions and alterations to dwellings built prior to 1 January 1940 require a resource consent with the ability to decline and guidance around appropriate design

Iron Pot Character Area

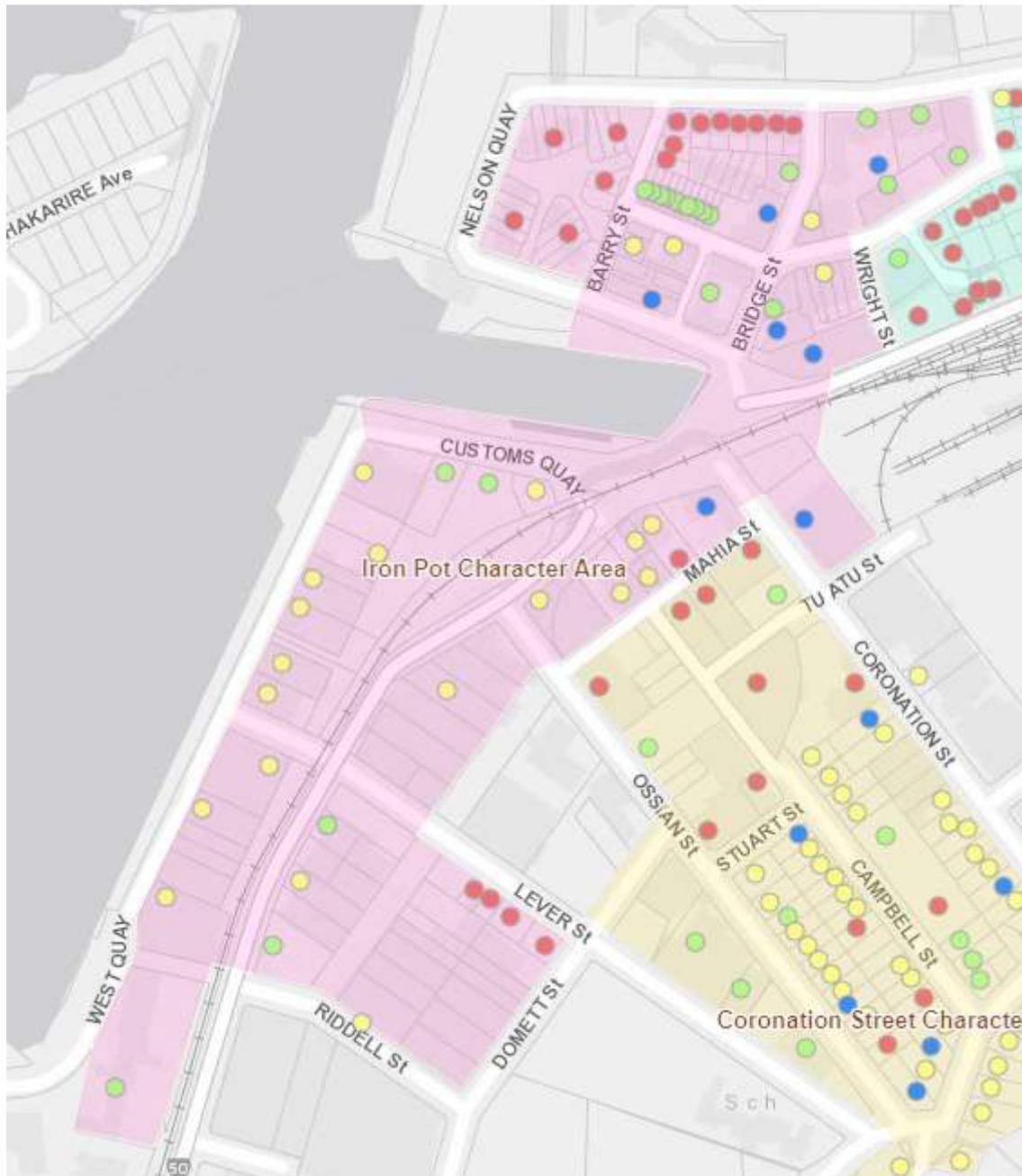


Fig 35: Existing Iron Pot Character Area (red shading). Coloured dots on each property indicate its contribution to character.

The Iron Pot is typically described as the area in close proximity to the Inner Harbour, and saw the earliest reclamation works and breastworks to create mooring facilities. A 'working mans' area, the character of the Iron Pot is of great historical significance, and is the most easily recognized and is often used a brand for Ahuriri. The area includes the West Quay's industrial/commercial warehouses (more recently converted for hospitality purposes), a commercial and recreational fishing wharf, the warehouse buildings at the top end of Coronation, Ossia, Lever and Riddell Streets, and the Ahuriri Shopping Centre. Also within the Iron Pot Character Area, but in practice displaying quite different characteristics, are the

houses on Nelson Quay and Hardinge Road. The Ahuriri Shopping Centre has also been significantly modified and resembles little of the original iron-clad warehouses of the past.

The majority of these large warehouses have now been converted to alternative uses: those along the waterfront have taken advantage of the views to convert to hospitality, offices, or apartments, while those located on the southern side of Bridge Street have converted to offices, boutique retail, hospitality and manufacturing. Some of these buildings date from immediately following the earthquake and were the manufacturing and administration hub for Rothman's Limited tobacco. The company's office at the corner of Lever and Ossian Streets is one of the finest examples of Art Deco commercial Architecture in Napier, and is a highly photographed façade. Other buildings date from the 1870's and were associated with the storage and export of our region's primary produce such as wool. There remains a small number of empty or under-utilised warehouses that are ripe for redevelopment.

The Old Custom House, located on Custom Quay and facing the Iron Pot is located within the Iron Pot Character Area. The Old Custom House was built in 1895 and served Napier until 1953. It is now used as a maritime museum and meeting space.

Within the primarily commercial/industrial character of the Iron Pot Character Area is two hotels that date from the post-earthquake period (Union Hotel and Crown Hotel). Despite their art deco style, materials and scale, they sit comfortably amongst the more industrial buildings of the area.

Elements of the Iron Pot character include:

- Comparatively large sites
- Large, high warehouses built using native timber beams and iron sheet cladding
- Depending on age and function, either gable roof-design with colonial/saloon parapet façade, or a saw-tooth roof-design. Saw-tooth roofs generally have the shorter side of the saw-tooth facing south to let in diffused light and ventilation.
- Buildings positioned to the site boundary, except where space to the side or rear has been allowed for outdoor storage or vehicle movements.
- Wide streets (though some of these have been narrowed to cater better for the changed uses)



Fig 36: Iron Pot Character Area



Fig 37: Iron Pot Character Area



Fig 38: Iron Pot Character Area

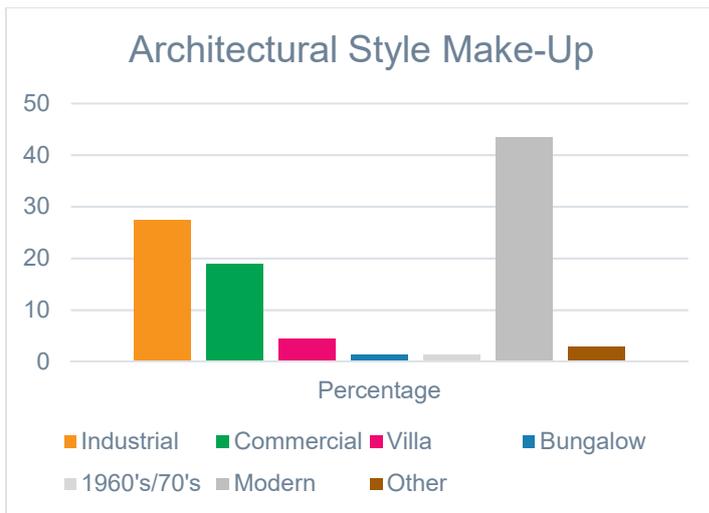


Fig 39: Iron Pot Character Area

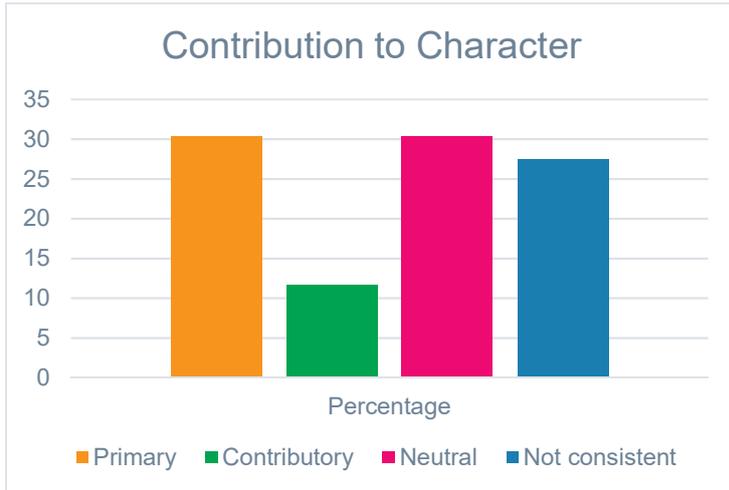


Fig 40: Iron Pot Character Area

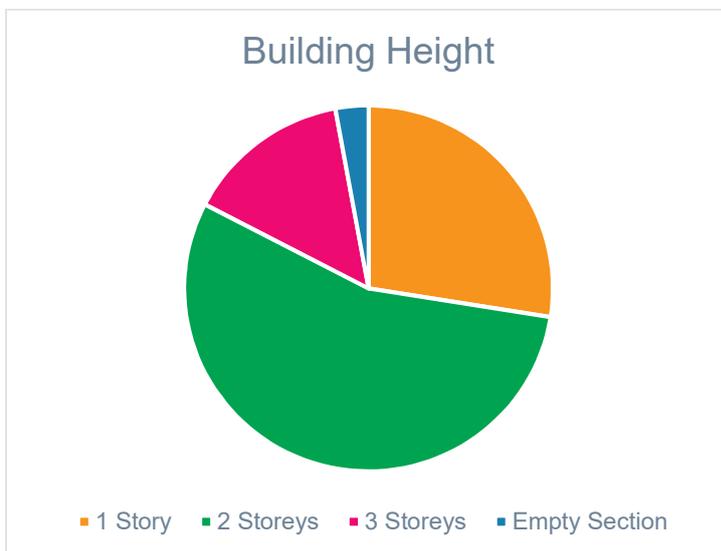
Within the **Iron Pot Character Area**, the make-up of architectural styles are as follows:



If the principal building style in the Iron Pot Character Area is Industrial and Commercial, then the contribution of each site to this character is as follows:



Building heights are as follows:



The existing Iron Pot Character Area contains areas primarily developed for residential purposes with modern buildings. These areas are in Nelson Quay and the style of architecture and density of development does not reflect the primary character. Additionally, sites to the south of this Character Area, on West Quay, have also been developed in modern times, and although these buildings have tried to reflect the scale and pattern of the Areas character, have not been successful in achieving this. A reduction in the extent of the Character Area away from these two areas would further strengthen this Area, along with the extension into the commercial/industrial areas of the existing Coronation Street Character Area.

Heritage Character Statement

Background

This zone includes the commercial and industrial area around the Iron Pot and West Quay Waterfront Control Area where additional controls are in place to protect the existing heritage buildings and provide for the expanding hospitality use.

Some of the area, formally part of the Coronation Street Character Area has been included, due to the industrial nature of the buildings on the sites.

Architectural Value

The nature of the buildings in this zone is extremely mixed, from the 1930 Rothmans Building, Custom House (1895) Union and Crown Hotels from the 1930's to the saw tooth roofed former warehouse buildings in the West Quay area. A number of buildings in this area are listed in the District Plan and the mix of heritage, upgraded and modern buildings fits well. The extent of the area has been reduced to discount recent development that doesn't contribute to the character of the area.

Historic Value

The Iron Pot was an early Napier mooring point with the earliest recorded birthing in 1857. Early dredging to provide a safe channel was unsuccessful and from 1860 dredging was undertaken using larger barges. Reclamation around the Lagoon, Inner Harbour and Hardinge Road from 1875-1878 led to development of the area and the sale of sections; one block in August 1889 north and south of the Iron Pot saw industrial use and Commercial warehousing, along with some residential activity in this area.

The main use of the land was directly associated with the Iron Pot berthage and wool was the main cargo shipped. Many of the early warehouses erected for this purpose form part of this area and are still in use as warehouses or have been repurposed for commercial, residential or hospitality use. The early activity around the Iron Pot focused on the exporting of local produce and the buildings were appropriate to this use. Following the Hawke's Bay Earthquake of 1931 new development occurred and buildings of significant heritage value such as the Rothmans Building, Crown and Union hotels followed.

Social Value

Much of the early history of Napier revolves around the Iron Pot and the activity associated with the shipping of the wool and other product. The current use of the buildings in this area and the activity created by these uses has resulted in a vibrant and colourful precinct. Napier has embraced this area as a social hub and there is a strong appreciation of the values of the buildings in this area and all measures should be used to ensure that the area remains intact.

Recommendations

To amend the boundary of the Iron Port Character Area as follows:

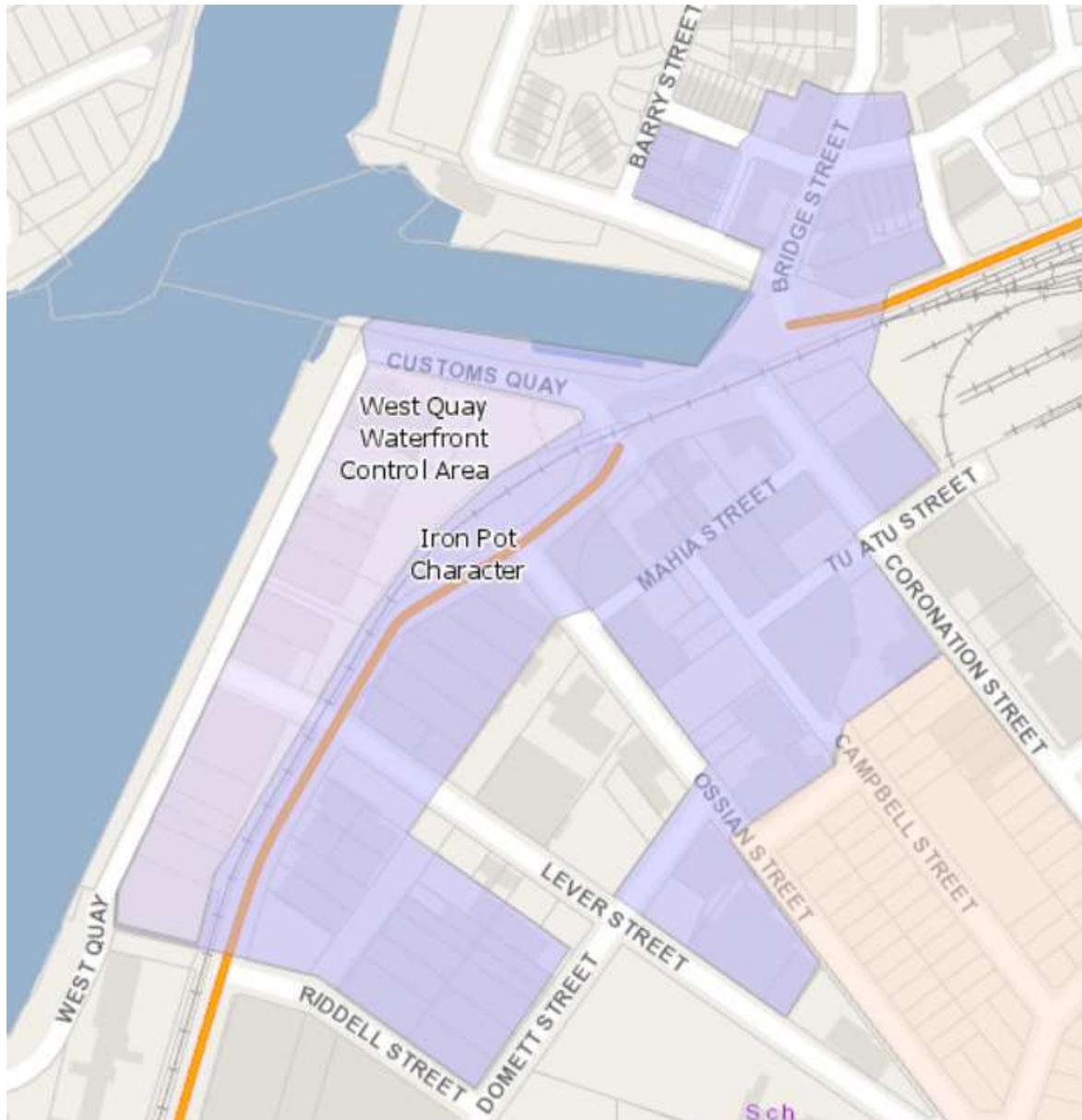


Fig. 41: Revised Iron Pot Character Precinct (shaded purple and light purple)

It is understood that the West Quay Waterfront Zone will become an amended Mixed Use Zone. The boundaries of all other zones are to remain the same. Some additional controls for what is currently the West Quay Waterfront Zone may be required to ensure the special character of this area is protected.

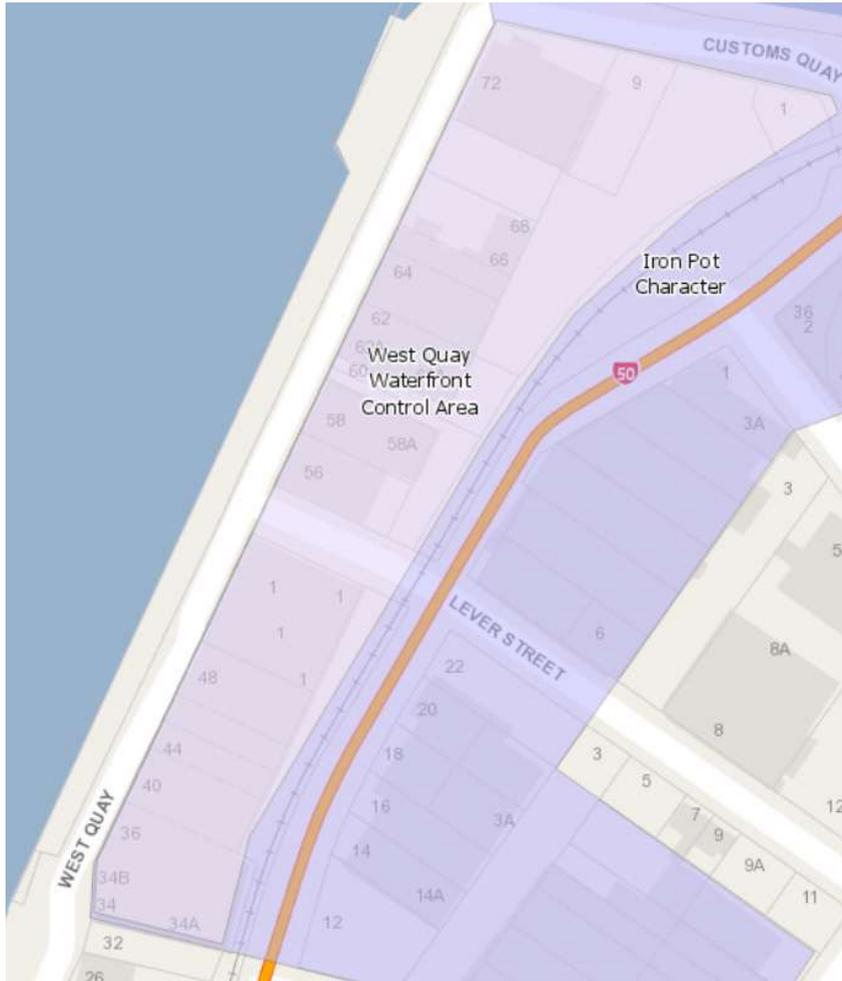


Fig 42: West Quay Waterfront Control Area (shaded light purple)

To adopt the Mixed Use Zone and Local Centre Zone provisions with the exception of:

Construction, Demolition, Relocation, and Alterations

Additional rules that protect the built fabric from corrosion and fragmentation, as follows:

- Gross floor area of new buildings limited to 400m² as permitted activities. Any building above this size would require resource consent with design guidance
- Demolition or relocation off site of buildings requires resource consent
- Partial demolition of a building restricted to the rear part of the building
- External additions and alterations to the front façade require resource consent

West Quay Waterfront Control Area

Provisions that require resource consent (with ability to decline) for any alterations, additions, partial or complete demolition, and new building.

Bulk and Location

- All sites from 34 and 34a West Quay to 72 West Quay shall have buildings that sit on the front and side boundary lines, with the exception of the site that adjoins Pt Tn Sec 601, which must provide a 3m yard to be used for the purposes of an accessway.

- Building coverage – West Quay – doesn't have to meet the rule
- Impervious area – West Quay– doesn't have to meet the rule
- Landscaped area – West Quay– doesn't have to meet the rule

Napier South

Following the continual reclamation of small areas of Ahuriri to enable development, the creation of Napier South was the first large reclamation project for Napier, being undertaken between 1900 and 1908. Napier South was part of the larger Whare-o-Maraenui Block. The city's leaders conceived of the idea after the 1897 flood, which showed that silt from the Tutaekuri River could be used to reclaim large areas of swamp if the River were to be realigned and flooding were to occur in a controlled manner. The first sections went on the market in 1908, by 1913 200 homes had been built, and by 1930 Napier South was largely built. The suburb also included two large parks; McLean Park and Nelson Park, and a primary school.

Napier South's built environment reflects the building styles, materials availability, and societal patterns and needs of the time. The majority of housing is single story Villas and Bungalows on larger sections. Some streets have beautiful tree-lined avenues, and corner or neighbourhood shops are a feature of the suburb. Despite the popularity of this suburb, there has been little modern development, and the majority of older homes remain unmolested. It is clear that one of the reasons people live in this suburb is because of the character that exists. The majority of homes are well cared for or have been restored. There is however, a risk that the character may be altered in the future, as the large sites and proximity to the city will make it attractive to developers for medium-density housing developments.

Elements of the Napier South character are as follows:

- Narrow, deep sections of varying sizes, but typically between 620m² and 1100m²
- Wide (20m), tree-lined streets, some with grass berms and footpaths on both sides
- Very little setback from one or both side boundaries
- Front setbacks vary, but typically around 5m – 8m
- Housing styles are Villa or Bungalow, built using native timbers, with weatherboard cladding and corrugated iron roofs
- Garages (if provided) are positioned to the rear
- Low (no higher than 1.2m) or no front fences



Fig 43: Napier South streets



Fig 44: McDonald Street



Fig 45: McDonald Street

The Project Team walked the streets of Napier South, noting which sections of street contained the highest preservation of the above character elements. Those which most closely aligned with these were:

- McDonald Street (between Carnell Street and Kennedy Road, and from Kennedy Road to Latham Street)
- Vigor Brown Street (between Carnell Street and Kennedy Road, and from Kennedy Road to Latham Street)
- Nelson Crescent (between Kennedy Road and Latham Street)

Other smaller streets, such as Thistle Street, also contain a high proportion of character contributing properties, but at this stage, have not been included in this study. It is expected that engagement with residents will tease out whether there is an appetite for recognition and protection of this character.

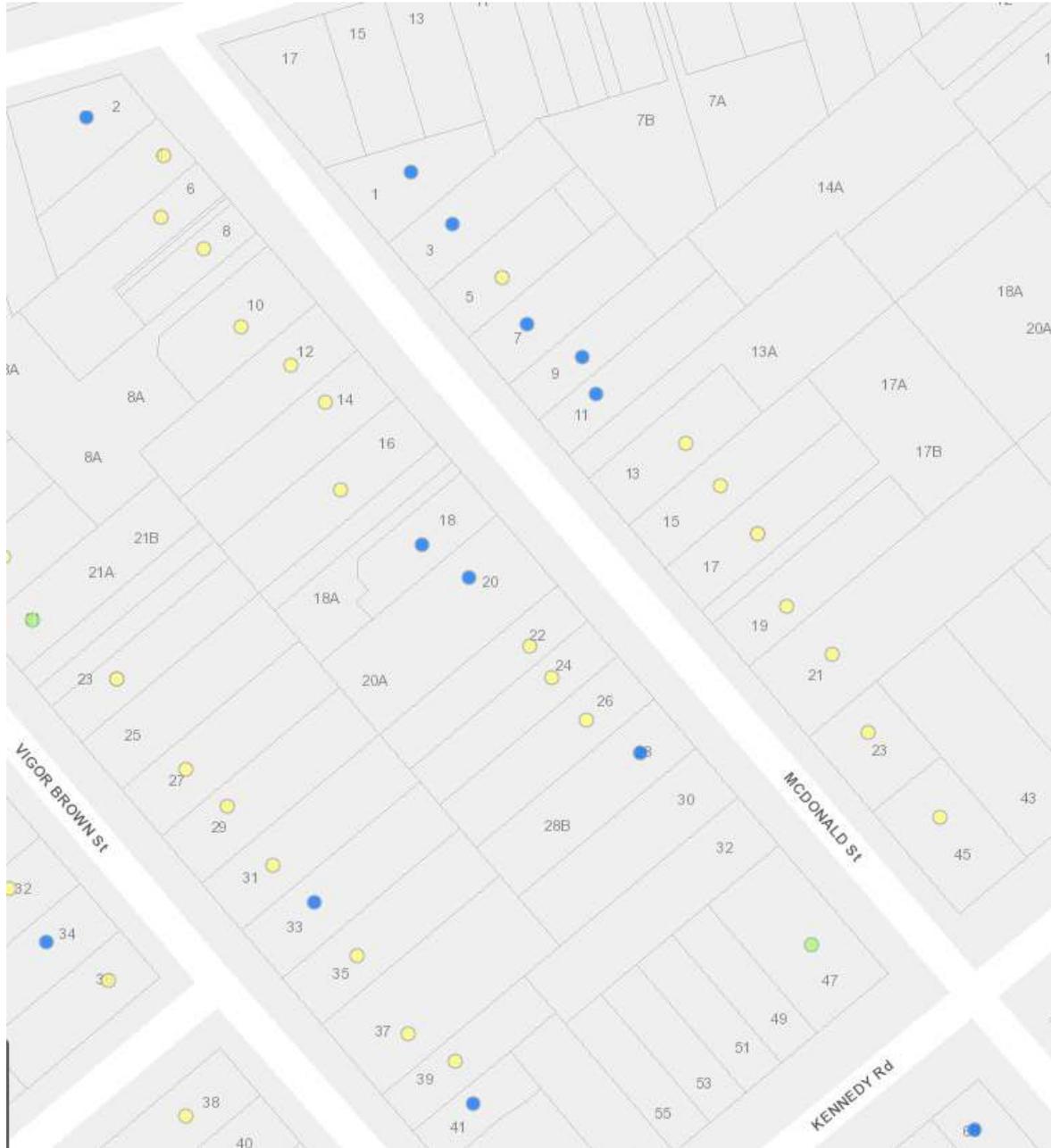


Fig 46: McDonald Street (Carnell Street to Kennedy Road)

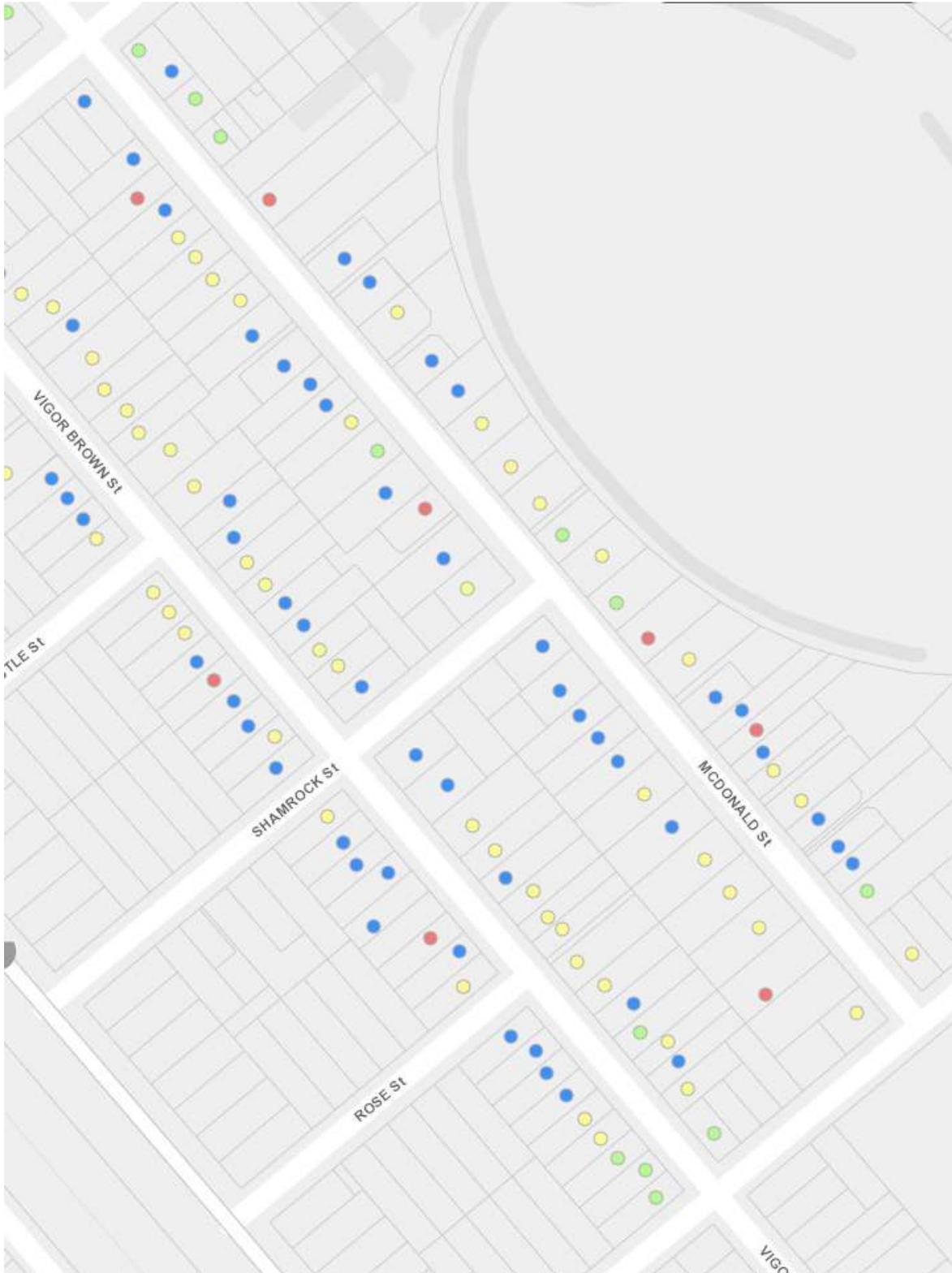
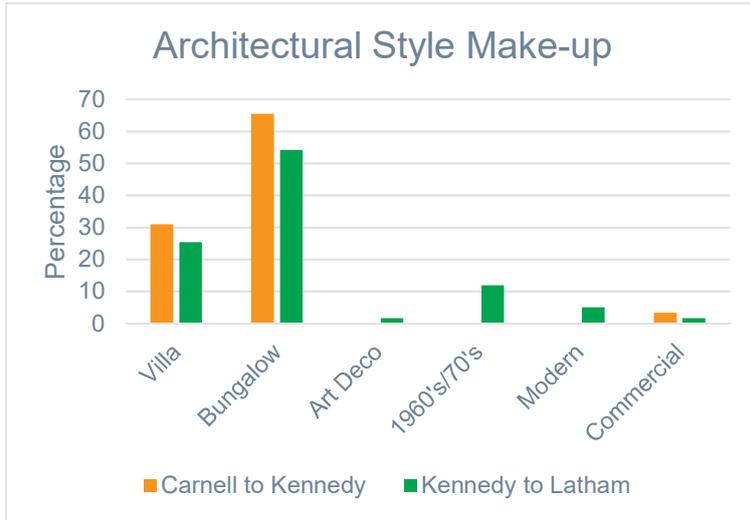


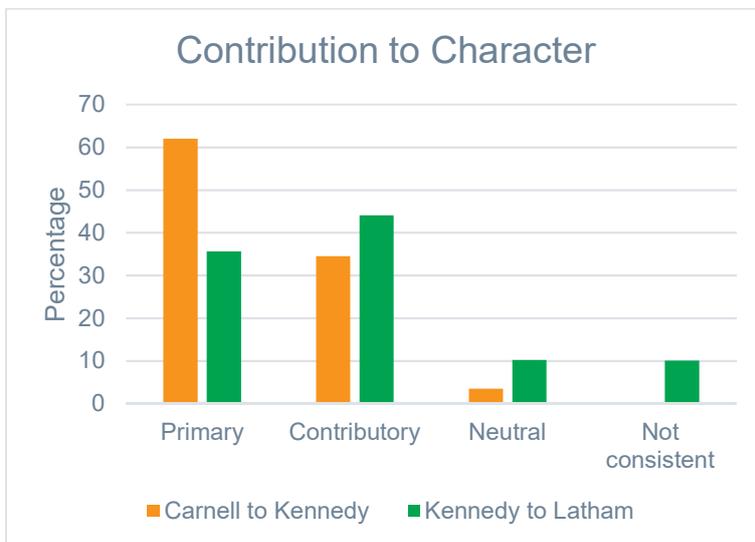
Fig 47: McDonald Street (Kennedy Road to Latham Street)

Within **McDonald Street (Carnell Street to Latham Street)**, the make-up of architectural styles are as follows:



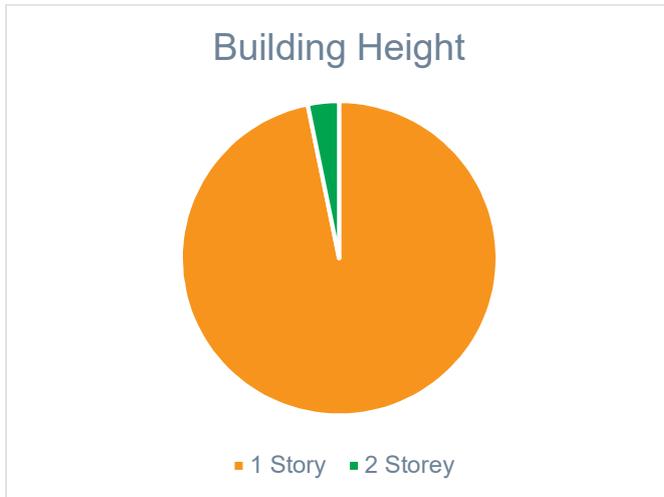
The above graph shows that the predominant architectural style in both sections of McDonald Street is Villas and Bungalows. The section of McDonald Street between Kennedy Road and Latham street has a more varied architectural style than the Carnell to Kennedy section, with only Villas and Bungalows with the exception of the commercial premise on the corner.

If the predominant style is Villa and Bungalows in McDonald Street, then the contribution of each site to this character is as follows:

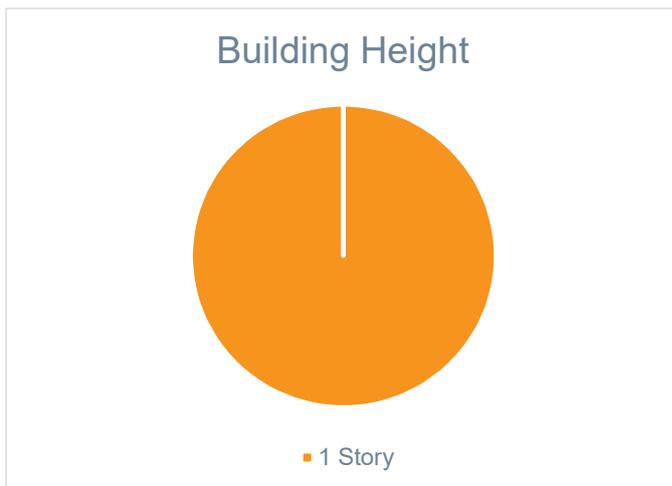


The graph above shows that McDonald Street between Carnell and Kennedy contains a higher percentage of properties that define the character, than the section between Kennedy Road and Latham Street, showing that there have been more alterations or additions undertaken on the homes in the section between Kennedy and Latham. Combining Primary and Contributory figures, the section of McDonald Street between Carnell and Kennedy achieves 96.5%, while the section between Kennedy and Latham Street achieves 79.7%.

Building heights for the **Carnell Street to Kennedy Road section of McDonald Street** are as follows:



Building heights for the **Kennedy Road to Latham Street section of McDonald Street** are as follows:



It is clear from the graphs above that the streetscape in McDonald Street consists of primarily single story buildings.

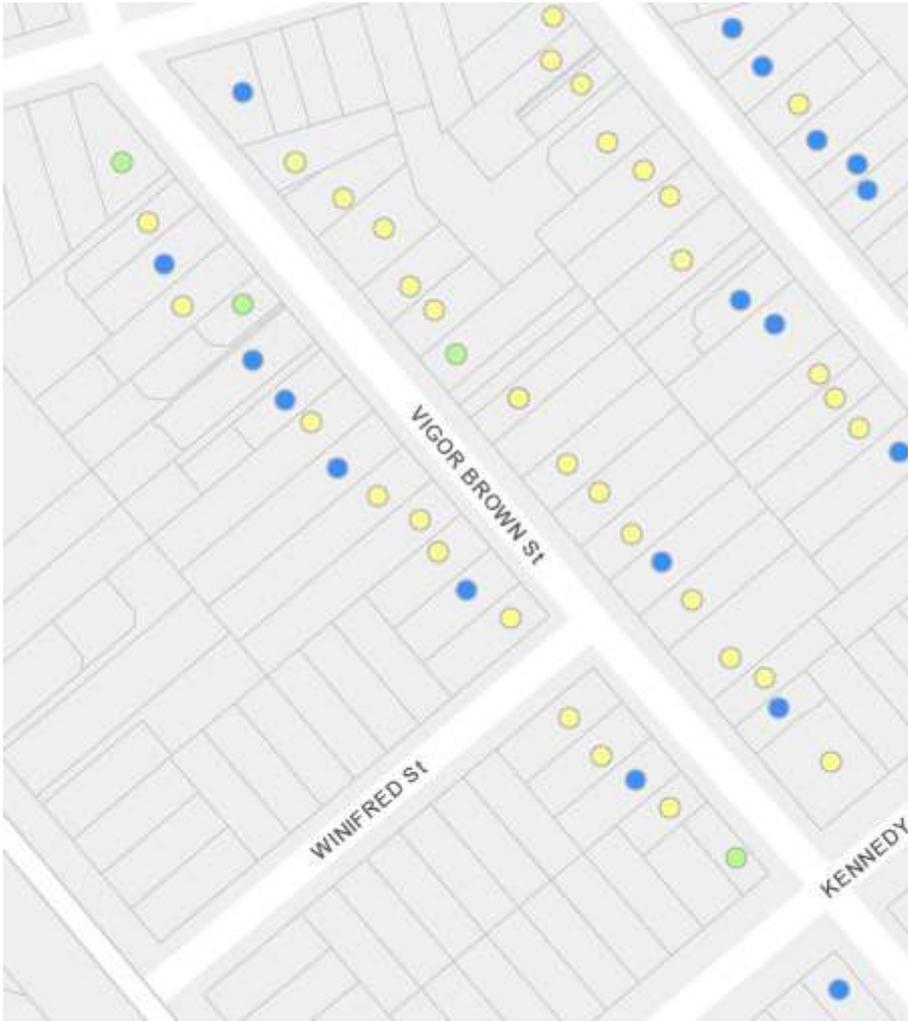


Fig 48: Vigor Brown Street (Carnell Street to Kennedy Road)

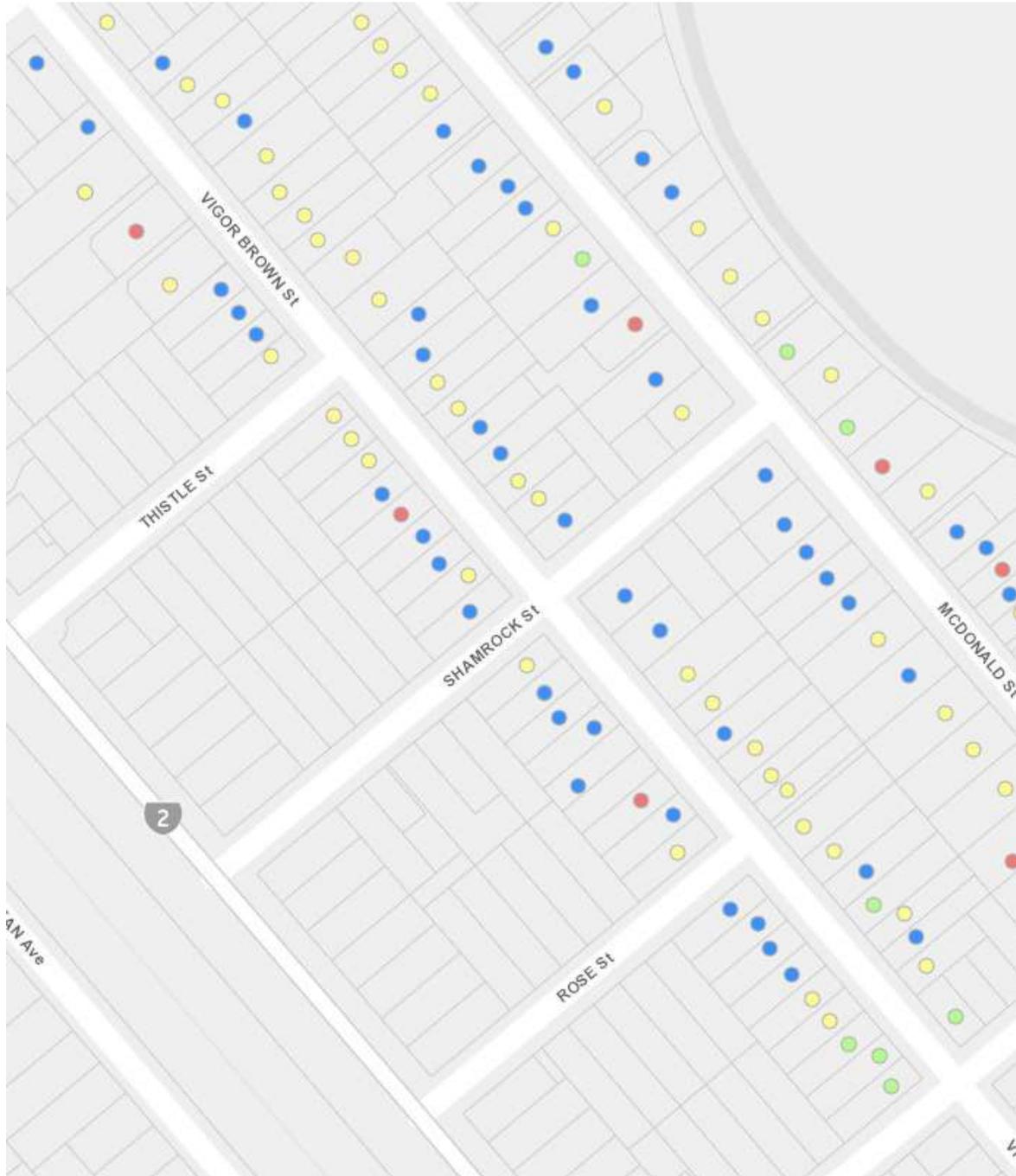
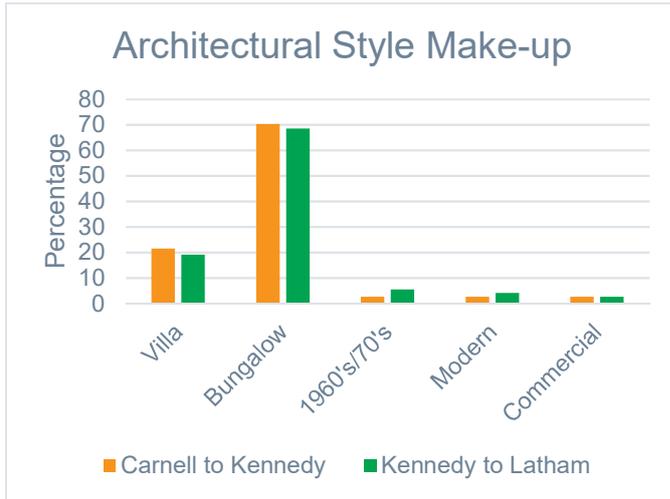


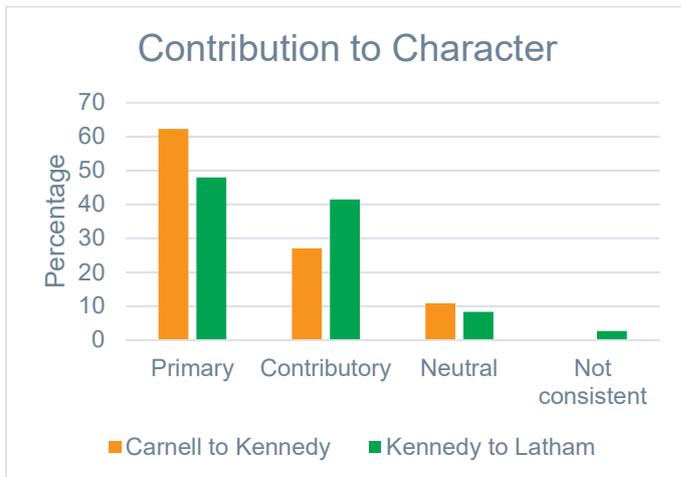
Fig 49: Vigor Brown Street (Kennedy road to Latham Street)

Within **Vigor Brown Street (Carnell Street to Latham Street)**, the make-up of architectural styles are as follows:



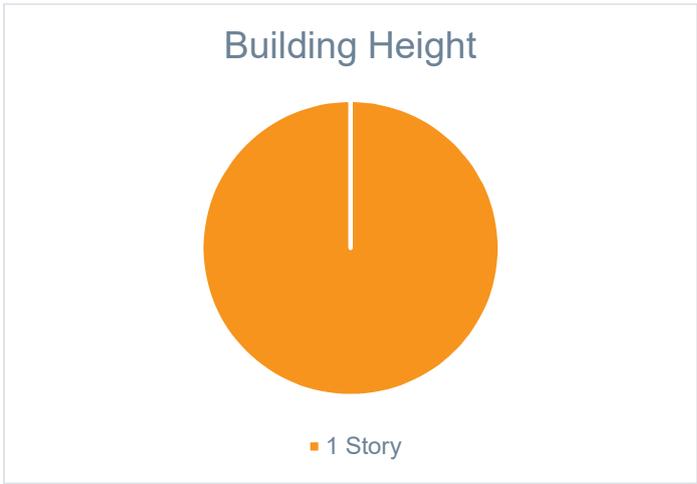
The above graph shows that the predominant architectural style in both sections of Vigor Brown Street is Villas and Bungalows. The section of Vigor Brown Street between Kennedy Road and Latham street has a more varied architectural style than the Carnell to Kennedy section, although there is very little difference between the two sections.

If the predominant style is Villa and Bungalows in Vigor Brown Street, then the contribution of each site to this character is as follows:

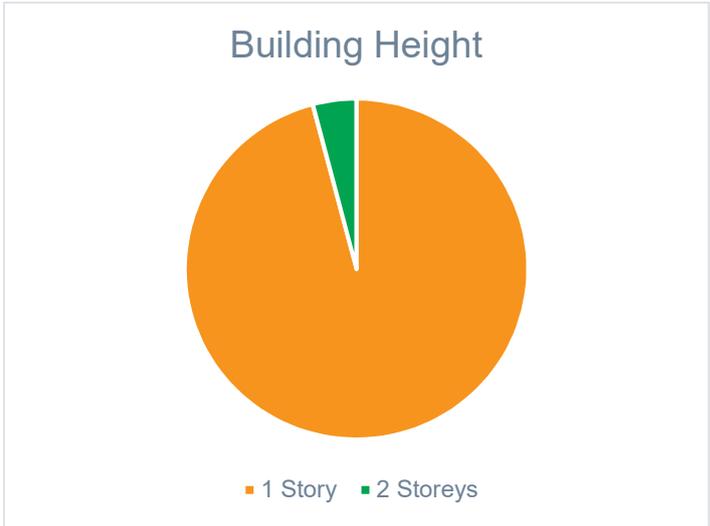


The graph above shows that Vigor Brown Street between Carnell and Kennedy contains a higher percentage of properties that define the character, than the section between Kennedy Road and Latham Street, showing that there have been more alterations or additions undertaken on the homes in the section between Kennedy and Latham. Combining Primary and Contributory figures, the section of Vigor Brown Street between Carnell and Kennedy achieves 89.2%, while the section between Kennedy and Latham Street achieves 89%, showing that both sections of Vigor Brown could be described as containing significantly high levels of character.

Building heights for the **Carnell Street to Kennedy Road section of Vigor Brown Street** are as follows:



Building heights for the **Kennedy Road to Latham Street section of Vigor Brown Street** are as follows:



It is clear from the graphs above that the streetscape in Vigor Brown Street consists of primarily single story buildings.

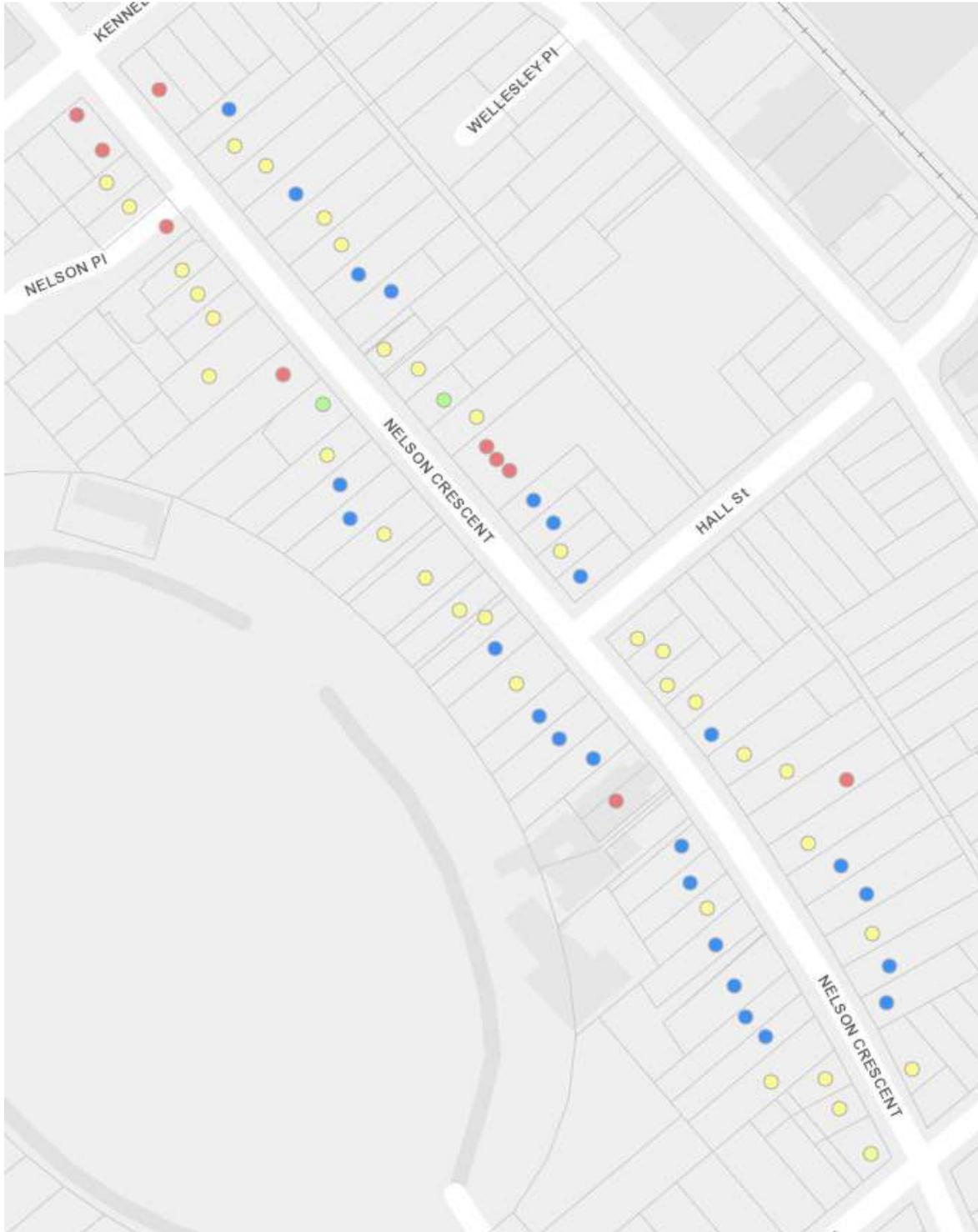
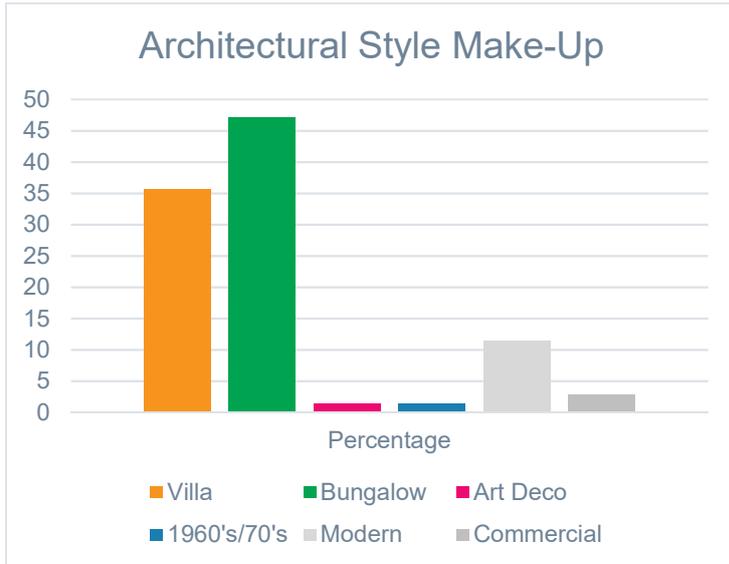


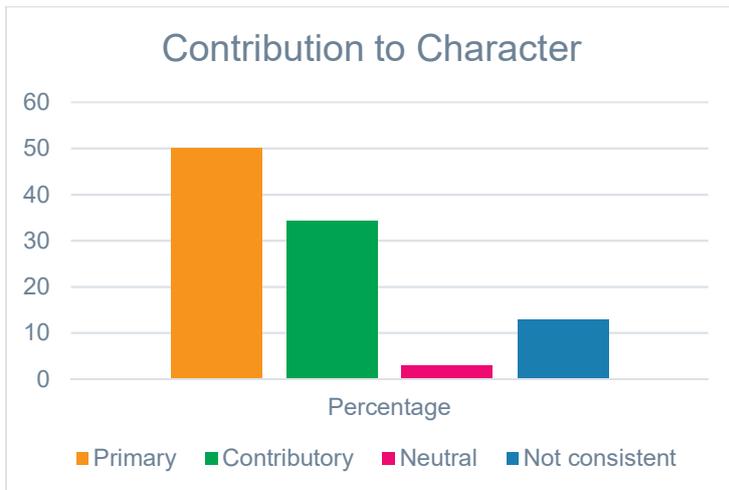
Fig 50: Nelson Crescent (Kennedy Road to Latham Street)

Within **Nelson Crescent (Kennedy Road to Latham Street)**, the make-up of architectural styles are as follows:



The above graph shows that the predominant architectural style in Nelson Crescent is Villas and Bungalows, with a small percentage of other styles being present.

If the predominant style is Villa and Bungalows in Nelson Crescent, then the contribution of each site to this character is as follows:



The graph above shows that combining Primary and Contributory figures, Nelson Crescent achieves 84.3%, which although lower than the other two streets assessed in Napier South, is still higher than other established Character Areas.

Building heights are as follows:



It is clear from the graphs above that the streetscape in Nelson Crescent consists of primarily single story buildings.

Heritage Character Statement

This section will be completed following engagement with local residents.

Recommendations

Given this area has not been identified as an Advocacy Area or Character Zone in the existing District Plan, it is recommended that Council undertake engagement with the building owners before concluding that this area should be protected in the new District Plan.

Although the entire extent of the area that was surveyed is fairly consistent in character, the most complete and representative properties can be found in the northern end of McDonald Street.

Restrictions on redevelopment of these properties would be similar in nature to those of other character areas, and *may* include:

- Residential units and residential activity where: one residential unit per site
- Maximum building height of 5m
- Front fence height of 1.2m
- Restrictions on the alteration or addition to existing residential units built prior to 1940
- Restrictions on the demolition or removal of residential units built prior to 1940
- Resource consent required for new residential units
- Accessory buildings and minor residential units required to be located behind the principal residential unit
- Minimum lot size: 500m²

Napier Hill



As part of the Napier District Plan Review, Urban Designer Deyana Popover undertook a character assessment of Napier Hill. The assessment considered character elements such as site coverage, building height, building age profile, boundary setbacks, lot size and patterns, the presence of multi-unit developments, topography, street layout, and the proximity of open space.

The report found that the topography of the hill has resulted in there being no predominant building setback or lot size and pattern, but that buildings were typically one or two storeys and were built before 1940, giving Napier Hill a very unique and identifiable character in itself. Recommendations were made to impose additional provisions that would retain this character in future, however this did not include restrictions on building alterations or demolition. It was recommended however, that further study be carried out to assess several groups of buildings that could be candidates for additional protection measures.

These groups were assessed as part of this study. It is recommended that where groups of buildings display significant heritage values (architectural, technical or social), that these be researched and considered for inclusion into the District Plan heritage schedule, rather than identified as a character precinct.

Conclusions

As a result of the somewhat unique way in which Napier as a city developed, with its successive waves of reclamation, the development of the railway, and finally the earthquake which provided the suburbs with additional land for development as well as a new city, Napier contains concentrations of areas displaying recognizable characteristics that are 'of their time'.

Character is formed through the cohesive concentration of both natural and built variables such as topography, street trees, and building setbacks, height and style. Character can be described as 'amenity character' (covered in a separate report), or 'heritage character'. The key difference is that 'heritage character' is contingent on the preservation of the buildings that contribute so significantly to the character of an area, and that are a key factor in being able to determine the era in which the area was developed. The areas selected display the

most intact characteristics and architecture, and are therefore representative within the City of Napier. The loss or erosion of character within these areas of Napier, a city unique in its progressive development over time, would be very unfortunate for Napier. The District Plan provides an opportunity to manage development within these areas and prevent the erosion of character in the future.