

## **A2.1.1 York Place - Stuart Street - Arthur Street Residential Heritage Precinct**

### **A2.1.1.1 Description of area**

The York Place - Stuart Street - Arthur Street Residential Heritage Precinct is located on the slopes rising from the central city below the town belt to Otago Boys High School. It encompasses the top of York Place, Cargill Street, and parts of Stuart Street. The area is defined by the large number of historic and character buildings with a preponderance of middle class homes and 'townhouses', in comparison to the grander homes of the nearby Royal Terrace - Pitt Street - Heriot Row Residential Heritage Precinct or the working class homes characteristic of the Dundas Street - Castle Street Heritage Precinct near the campus.

Because it is located on the slopes rising from the city on a busy arterial route, the precinct is highly visible from the city centre. The complex cluster of rooflines and variation in building forms defines the look and feel of the area, and new development within the precinct should avoid introducing forms such as large expanses of single materials or long horizontal planes that could easily become visually dominant when viewed from outside the precinct. Buildings are generally two storeys at the road frontage, though due to topography some will extend to three storeys. Fences, hedges and retaining walls are an integral part of the street frontage.

Although not located within the precinct, the imposing buildings of Otago Boys High School and King Edward Technical College form visually dominant bookends at the lower and upper ends of the precinct. Building activity that obscures views of these landmarks from within the precinct should be avoided.

The area contains a diverse range of architectural styles from a range of periods of Dunedin's history. While the Victorian style and period is most well represented there are also quality examples of Edwardian, Arts and Crafts, Art Deco, and modern architectural styles within the precinct. The diverse styles within the area reflect the area's proximity to the city centre and its popularity with an aspiring class. Similar to the nearby Royal Terrace - Pitt Street - Heriot Row Residential Heritage Precinct, this has resulted in a more eclectic mix of architectural styles, with a strong focus on quality as a key characteristic in this area too.

Whereas the wealth of the Royal Terrace - Pitt Street - Heriot Row Residential Heritage Precinct encouraged the development of large homes with substantial curtilages of gardens and lawns, the York Place - Stuart Street - Arthur Street Residential Heritage Precinct's lower socio-economic status meant both sites and buildings were generally smaller, although still of a relatively large scale compared to other parts of Dunedin. Houses here typically occupy a high percentage of the site, and tend to be located close to the front boundary, creating a relatively consistent building line and strongly urban feel from the street. The location of buildings in this manner has also created enclosed green spaces at the rear that link to form green corridors visible from the more elevated parts of the precinct, creating private backyards and imparting a very different character for the inward facing views from the homes.

There are relatively few modern buildings in the precinct. Those buildings constructed of good quality materials and using materials, bulk and location and scale consistent with established buildings in the precinct have tended to sit more comfortably than those that have paid less attention to context.

Future new buildings should reflect a residential scale, although this can obviously be of relatively large scale given the size of many of the existing buildings. With the eclectic architectural styles in the area, there are a range of design influences that can be drawn upon, and a focus on architectural quality rather than duplicating a specific style is more likely to lead to positive insertions in the precinct.

As a well-preserved residential heritage precinct in the city that is highly demonstrative of a sector of Dunedin's early society and economy, every effort should be made to maintain the quality, consistency, and integrity of the precinct as a showcase of the city's heritage. The growing interest in the area from student housing developers needs to be managed to ensure the character is not lost as a result of the insertion of new buildings of low aesthetic quality.

### **A2.1.1.2 Values to be protected**

The following features and characteristics have been identified as important to protect:

- a. The large number of scheduled heritage buildings in the area
- b. Residential dwellings of substantial scale with high levels of site coverage
- c. Buildings located close to the front of the site
- d. A general lack of visible off-street car parking, including garages and car ports
- e. Established gardens and trees
- f. A strong focus on architectural quality.

#### A2.1.1.3 Principal threats to values

- a. The demolition of existing scheduled heritage and character-contributing buildings
- b. Development of new buildings and alterations to existing buildings that are unsympathetic to existing buildings
- c. The use of materials in new buildings or alterations to existing buildings that are inconsistent with those used in the area
- d. The removal of original materials and features from heritage buildings
- e. Car parking in front of buildings
- f. The loss of established trees and gardens
- g. High fences and walls reducing the interplay between the public realm and front yards
- h. The visibility of infrastructure and services related to student/medium-density housing where not well planned (rubbish and recycling bins, etc.)
- i. The cumulative negative effects on heritage streetscape character of the incremental loss of heritage and character-contributing buildings through additions and alterations and demolition. {Her 547.66}

#### A2.1.1.4 Features and characteristics to be incorporated into design

Features or characteristics		Suggested/Preferred
1. Height		
a.	New buildings should be consistent in height <del>to</del> <u>with</u> immediate neighbours where these are scheduled heritage buildings or character-contributing buildings.	Suggested
2. Bulk and location		
a.	Houses should be orientated so that the front wall is parallel with the street.	Preferred
b.	Buildings at the front of the site should be built close to the road boundary, consistent with the adjacent scheduled heritage building or character-contributing building.	Preferred
3. Car parking		
a.	Where possible, parking areas should be located discreetly to the rear of dwelling units. Where they are located at the front of the site, they should be set back from the road frontage and where possible, incorporate fencing, walls, hedges or landscaping to reduce the negative amenity effects and visibility of vehicles.	Preferred
b.	Where garages or car ports are visible from the road front they should be integrated into the building, or if stand-alone they must be single and similar in style and materials to the heritage or character-contributing dwelling they are associated with. Garages are preferred over car ports.	Preferred
4. Design		
a.	New buildings should be sympathetic to existing scheduled heritage buildings or character-contributing buildings in the part of the precinct they are located in.	Preferred
b.	New buildings will generally draw important design cues from Victorian, Edwardian, Arts and Crafts or Deco heritage and character-contributing buildings in the precinct, including scale, orientation, roof pitch, window alignment, materials and details, although these may be expressed in a simpler fashion than on historic buildings.	Suggested
c.	Road facing façades should clearly look like the front of a building.	Preferred
d.	Buildings should have a clear entrance way, visible from the street. This entrance should include some architectural detail and should not be a ranch slider.	Preferred
e.	Window placement and alignment must be a key component of the design of the building.	Preferred
f.	Roof pitch should be between 30° and 45°. Pitch may be lower where the roof is concealed behind a parapet.	Suggested Preferred <b>{Her 293.168 and others}</b>
5. Materials		
a.	Building façades should be clad in materials such as plaster, brick, stone, concrete or weatherboards, which are visually consistent with the traditional materials of the precinct.	Preferred
b.	Buildings should avoid the use of single cladding materials and use a mix of materials to create shadow/depth and visual interest in the façade.	Suggested

Features or characteristics		Suggested/Preferred
c.	Unrendered brick and stone should remain unrendered on existing buildings.	Preferred
6. Fences and walls		
a.	Front fences should preferably be no higher than 1400mm on road frontages to protect views of buildings. Side fences should only go higher once they have passed the building setback. Fences higher than 1400mm should be visually impermeable. <b>{Her 293.169}</b>	Preferred
b.	Fences should be made from similar materials to those traditionally associated with scheduled heritage and character-contributing buildings in the area e.g. wrought iron, timber, brick or stone. Concrete block and basic pool fencing should be avoided.	Suggested
c.	Retaining walls should be constructed of materials such as rendered concrete block, crib walling or stone, rather than gabion baskets, timber or sheet materials such as iron.	Suggested
7. Colour		
a.	Base colours for walls and roofs should be chosen from a palette of heritage or neutral colours. Bright colours should be avoided, although colour can be used effectively for highlighting details.	Suggested
b.	Unpainted brick and stone on existing buildings should remain unpainted.	Preferred
8. Signs		
a.	Signs are discreet and kept to a minimum.	Preferred
b.	Signs on buildings should not dominate façades or conceal windows or architectural features.	Preferred
9. Other		
a.	Building utilities should be located in a way that reduces visual clutter. Where located in areas visible to the public, they should be installed discreetly or screened from view.	Preferred

## **A2.1.2 Royal Terrace - Pitt Street - Heriot Row Residential Heritage Precinct**

### **A2.1.2.1 Description of area**

The Royal Terrace - Pitt Street - Heriot Row Place Residential Heritage Precinct is located on the slopes rising from the central city below the town belt. It encompasses the area bounded by Royal Terrace, Pitt Street and London Street. The area is strongly defined not only by the large number of original, impressive, high quality mansions, but also the backdrop of the town belt, and the mature trees and large gardens of many of the properties.

The area contains a diverse range of architectural styles, from a range of periods of Dunedin's history. While the Victorian style and period is most well represented there are also quality examples of Edwardian, Arts and Crafts, Art Deco, and modern architectural styles within the precinct. The diverse styles within the area reflect the area's popularity as an address for many of the city's wealthiest early residents and entrepreneurs, whose homes were a testament to their wealth and influence. Their wealth and resources, in addition to their exposure to overseas architectural and cultural trends, encouraged them to experiment with different architectural styles, altering and redeveloping or replacing homes in the area. The result is a more eclectic mix of architectural styles, with a strong focus on quality.

This wealth also influences another characteristic of the precinct - a tendency towards larger residential buildings. The precinct is strongly defined by the number of large homes and mansions and their adjoining grounds and gardens. These large homes dominate the streetscape. While there are some clusters of smaller homes (particularly at the northern end of Heriot Row and towards London Street), these are less typical of the precinct and tend to be built on much smaller sites, with a high level of site coverage. Buildings are generally two storeys at the road frontage, although there is greater flexibility in height in this precinct than in others. Fences, hedges and retaining walls are an integral part of the street frontage.

There are relatively few modern buildings in the precinct and while the most recent have been designed sympathetically, buildings from the 1960s-1990s are generally less sensitive to their context. St Hilda's school buildings are also a less sensitive insertion into the precinct. While they clearly have their own architectural merit, their scale means they have a rather overbearing impact on the surrounding area.

Future new buildings should reflect a residential scale, though this can obviously be of relatively large scale, given the size of many of the existing buildings. With the eclectic architectural styles in the area, there are a range of influences that can be drawn upon, and a focus on architectural quality rather than duplicating a specific style is more likely to lead to positive insertions in the precinct.

As a well-preserved residential precinct in the city that is highly demonstrative of the wealth of Dunedin's early society and economy, every effort should be made to maintain quality, consistency, and integrity of the precinct as a showcase of the city's heritage. The growing interest in the area from student housing developers needs to be managed to ensure the character is not lost as a result of the insertion of new buildings of low aesthetic quality.

### **A2.1.2.2 Values to be protected**

The following features and characteristics have been identified as important to protect:

- a. The large number of scheduled heritage and character-contributing **{Her 293.171 and 299.133}** buildings in the area
- b. Residential dwellings of substantial scale with appropriate curtilage
- c. A general lack of visible off-street car parking, including garages and car ports
- d. Established gardens and trees
- e. A strong focus on architectural quality

#### A2.1.2.3 Principal threats to values

- a. The demolition of existing scheduled heritage and character-contributing buildings
- b. Development of new buildings and alterations to existing buildings that are unsympathetic to existing buildings
- c. The use of materials in new buildings or alterations to existing buildings that are inconsistent with those used in the area
- d. The removal of original materials and features from scheduled heritage buildings
- e. Car parking in front of buildings
- f. The loss of established trees and gardens
- g. High fences and walls reducing the interplay between the public realm and front yards
- h. The visibility of infrastructure and services related to student/medium-density housing where not well planned (rubbish and recycling bins, etc.)
- i. The cumulative negative effects on heritage streetscape character of the incremental loss of heritage and character-contributing buildings through additions and alterations and demolition. {Her 547.66}

#### A2.1.2.4 Features and characteristics to be incorporated into design

Features or characteristics		Suggested/Preferred
<b>1. {Her cl.16} Height</b>		
4- a. {Her cl.16}	New buildings should be consistent in height to <u>with {Her cl.16}</u> immediate neighbours where these are scheduled heritage buildings or character-contributing buildings.	Suggested
<b>2. {Her cl.16} Bulk and location</b>		
2- a. {Her cl.16}	Houses should be orientated so that the front wall is parallel with the street.	Preferred
3- b. {Her cl.16}	New buildings should be consistent with the building line of adjacent scheduled heritage buildings or character-contributing buildings, as far as practicable.	Preferred
<b>3. {Her cl.16} Car parking</b>		
4- a. {Her cl.16}	Where possible, parking areas should be located discreetly to the rear of dwelling units. Where they are located at the front of the site, they should be set back from the road frontage and where possible, incorporate fencing, walls, hedges or landscaping to reduce the negative amenity effects and visibility of vehicles.	Preferred
5- b. {Her cl.16}	Where garages or car ports are visible from the road front they should be integrated into the building, or if stand-alone they must be single and similar in style and materials to the heritage or character-contributing dwelling they are associated with. Garages are preferred over car ports.	Preferred
<b>4. {Her cl.16} Design</b>		
6- a. {Her cl.16}	New buildings should be sympathetic to existing scheduled heritage buildings or character-contributing buildings in the part of the precinct they are located in.	Preferred



Features or characteristics		Suggested/Preferred
7- b. {Her cl.16}	New buildings will generally draw important design cues from Victorian, Edwardian, Arts and crafts or Deco heritage and character-contributing buildings in the precinct, including scale, orientation, roof pitch, window alignment, materials and details, although these may be expressed in a simpler fashion than on historic buildings.	Suggested
8- c. {Her cl.16}	Road facing façades should clearly look like the front of a building.	Preferred
9- d. {Her cl.16}	Buildings should have a clear entrance way, visible from the street. This entrance should include some architectural detail and should not be a ranch slider.	Preferred
10- e. {Her cl.16}	Window placement and alignment should be a key component of the design of the building.	Preferred
11- f. {Her cl.16}	Roof pitch should be between 30° and 45°. Pitch may be lower where the roof is concealed behind a parapet.	Suggested Preferred {Her 299.168 and others}
<b>5. {Her cl.16} Materials</b>		
12- a. {Her cl.16}	Building façades should be clad in materials such as plaster, brick, stone, concrete or weatherboards, which are visually consistent with the traditional materials of the precinct.	Preferred
13- b. {Her cl.16}	Buildings should avoid the use of single cladding materials and use a mix of materials to create shadow/depth and visual interest in the façade.	Suggested
14- c. {Her cl.16}	Unrendered brick and stone should remain unrendered on existing buildings.	Preferred
<b>6. {Her cl.16} Fences</b>		
15- a. {Her cl.16}	Front fences should preferably be no higher than 1400mm on road frontages to protect views of buildings. Side fences should only go higher once they have passed the building setback. Fences higher than 1400mm should be visually impermeable. {Her 293.169}	Preferred
16- b. {Her cl.16}	Fences should be made from similar materials to those traditionally associated with scheduled heritage and character-contributing buildings in the area e.g. wrought iron, timber, brick or stone. Concrete block and basic pool fencing should be avoided.	Suggested
17- c. {Her cl.16}	Retaining walls should be constructed of materials such as rendered concrete block, crib walling or stone, rather than gabion baskets, timber or sheet materials such as iron.	Suggested
<b>7. {Her cl.16} Colour</b>		

Features or characteristics		Suggested/Preferred
18- a. {Her cl.16}	Base colours for walls and roofs should be chosen from a palette of heritage or neutral colours. Bright colours should be avoided, although colour can be used effectively for highlighting details.	Suggested
19- b. {Her cl.16}	Unpainted brick and stone on existing buildings should remain unpainted.	Preferred
<b>8. {Her cl.16} Signs</b>		
20- a. {Her cl.16}	Signs are discreet and kept to a minimum.	Preferred
21- b. {Her cl.16}	Signs on buildings should not dominate façades or conceal windows or architectural features.	Preferred
<b>9. {Her cl.16} Other</b>		
22- a. {Her cl.16}	Building utilities should be located in a way that reduces visual clutter. Where located in areas visible to the public, they should be installed discreetly or screened from view.	Preferred



## **A2.1.3 Dundas Street - Castle Street Residential Heritage Precinct**

### **A2.1.3.1 Description of area**

The Dundas Street - Castle Street Residential Heritage Precinct is located at the heart of the student residential area, centered on Dundas Street and Castle Street. It extends from the Botanic Garden to St David Street within the University Campus, and from Clyde Street to Cumberland Street. The area is most strongly defined by its early working class housing stock and the concentration of students who now live in the area, giving it a distinctive and lively character.

While the overriding theme in the architectural character of the area is its working class housing stock, there are a number of styles represented. The most common forms are the double bay villa, bungalow, and terrace. The terrace style is strongly represented in the area, with a number of large blocks located on the northern side of Dundas Street giving this area a distinctive character within Dunedin and within the campus area itself. ~~Fences and hedges are an integral part of the road frontage and~~ In this part of the precinct {Her 959.8} buildings are generally two storeys at the road frontage. On Castle Street, the single-storey villa is the most common form. Fences and hedges are an integral part of the road frontage. {Her 959.8}

Generally there is a strong connection between individual houses and the street, with dwellings facing the street. This allows for a high level of interaction between street and on-site activity. This interaction is encouraged by the shallow setbacks of buildings, low front fences and visible front yards, clear entranceways, and large numbers of front verandahs and balconies.

Over the last few years, there has been a growing number of new buildings constructed in the precinct, almost exclusively built as student accommodation, responding to the high demand for accommodation in close proximity to the campus. These vary in quality and the degree to which they blend into the neighbourhood. The most successful exhibit a scale and level of detailing that is consistent with the buildings around them. The less successful ones demonstrate less attention to their surrounds, leading to inconsistent scale, setback or form, and the use of materials that are inconsistent with those typical of the precinct. In addition, large developments near the north and south fringes of the precinct demonstrate the potential adverse effects of incompatible style when it is magnified to a large scale. It is important that new buildings visible from the street are sensitive to the character of the area.

Alterations to existing character-contributing and heritage buildings, as these are altered or extended for student use, can also have adverse effects on the character of individual buildings and the overall amenity and character of the area. It is important that these additions and alterations are undertaken as sensitively as possible to ensure they do not undermine the character of the area.

As with other heritage precincts close to the University, the strong redevelopment demand and regular refurbishment of student flats means there is a great deal of pressure on the character of the precinct. There is a risk that this character will be gradually eroded over time. The significance of this area as a working class neighbourhood means that controls over new development and the alteration of existing buildings are necessary to defend the historic character from development primarily aimed at maximising density.

### **A2.1.3.2 Values to be protected**

The following features and characteristics have been identified as important to protect:

- a. The large number of scheduled heritage buildings in the area
- b. The repetition and symmetry within blocks
- c. The visibility of small front gardens with low fences, walls or hedges
- d. The strong focus on verticality in design
- e. A general lack of visible off-street car parking, including garages and car ports

- f. The focus on buildings facing the street and presenting attractive and welcoming façades
- g. The dominance of terraced housing as a building form on Dundas Street

#### A2.1.3.3 Principal threats to values

- a. The demolition of existing scheduled heritage and character-contributing buildings
- b. Insufficient maintenance of buildings
- c. Development of new buildings and alterations to existing buildings that are unsympathetic to existing buildings
- d. The removal of original materials and features from scheduled heritage buildings
- e. The use of inconsistent materials or styles in alterations to existing heritage and character buildings
- f. Car parking in front of buildings
- g. The loss of established trees and gardens
- h. High fences and walls reducing the interplay between the public realm and front yards
- i. The visibility of infrastructure and services related to student/medium-density housing where not well planned (rubbish and recycling bins, etc.)
- j. The cumulative negative effects on heritage streetscape character of the incremental loss of heritage and character-contributing buildings through additions and alterations and demolition. {Her 547.66}

#### A2.1.3.4 Features and characteristics to be incorporated into design

Features or characteristics		Suggested/Preferred
<b>1. {Her cl.16} Height</b>		
<b>a. {Her cl.16}</b>	New buildings should be consistent in height to <del>to</del> <u>with</u> {Her cl.16} immediate neighbours where these are scheduled heritage buildings or character-contributing buildings.	Suggested
<b>2. {Her cl.16} Bulk and location</b>		
<b>a. {Her cl.16}</b>	Houses should be orientated so that the front wall is parallel with the street.	Preferred
<b>b. {Her cl.16}</b>	Buildings at the front of the site should be built close to the road boundary, consistent with the adjacent scheduled heritage buildings or character-contributing buildings.	Preferred
<b>3. {Her cl.16} Car parking</b>		
<b>a. {Her cl.16}</b>	Where possible, parking areas should be located discreetly to the rear of dwelling units. Where they are located at the front of the site, they should be set back from the road frontage and where possible, incorporate fencing, walls, hedges or landscaping to reduce the negative amenity effects and visibility of vehicles.	Preferred
<b>b. {Her cl.16}</b>	Where garages or car ports are visible from the road front they should be integrated into the building, or if stand-alone they must be single and similar in style and materials to the heritage or character-contributing dwelling they are associated with. Garages are preferred over car ports.	Preferred
<b>4. {Her cl.16} Design</b>		

Features or characteristics		Suggested/Preferred
<u>a.</u> <b>{Her cl.16}</b>	New buildings should be sympathetic to existing scheduled heritage buildings or character-contributing buildings.	Preferred
<u>b.</u> <b>{Her cl.16}</b>	New buildings will generally draw important design cues from Victorian or Edwardian heritage and character-contributing buildings in the precinct, including scale, orientation, roof pitch, window alignment, materials and details, although these may be expressed in a simpler fashion than on historic buildings.	Suggested
<u>c.</u> <b>{Her cl.16}</b>	Larger buildings should use methods such as detailing, rhythm, division into bays and the use of a variety of materials etc. in order to reduce the perceived scale of buildings.	Suggested
<u>d.</u> <b>{Her cl.16}</b>	Buildings should accentuate a vertical dimension.	Suggested
<u>e.</u> <b>{Her cl.16}</b>	Buildings should present a balanced, symmetrical façade to the street.	Suggested
<u>f.</u> <b>{Her cl.16}</b>	Road facing façades should clearly look like the front of a building.	Preferred
<u>g.</u> <b>{Her cl.16}</b>	Buildings should have a clear entrance way, visible from the street. This entrance should include some architectural detail and should not be a ranch slider.	Preferred
<u>h.</u> <b>{Her cl.16}</b>	Window placement and alignment should be a key component of the design of the building, accentuating the verticality and symmetry of the building.	Preferred
<u>i.</u> <b>{Her cl.16}</b>	Roof pitch should be between 30° and 45°. Pitch may be lower where the roof is concealed behind a parapet.	Suggested
<u>j.</u> <b>{Her cl.16}</b>	Roofs should be gabled. At least one gable should face the road frontage, unless the building is a terraced house or cottage.	Preferred
<b>5. {Her cl.16} Materials</b>		
<u>a.</u> <b>{Her cl.16}</b>	Building façades should be clad in materials such as plaster, brick, stone, concrete or weatherboards, which are visually consistent with the traditional materials of the precinct.	Preferred
<u>b.</u> <b>{Her cl.16}</b>	Buildings should avoid the use of single cladding materials and use a mix of materials to create shadow/depth and visual interest in the façade.	Suggested
<u>c.</u> <b>{Her cl.16}</b>	Unrendered brick and stone should remain unrendered on existing buildings.	Preferred

Features or characteristics		Suggested/Preferred
<b>6. {Her cl.16} Fences and walls</b>		
<b>a. {Her cl.16}</b>	Front fences should preferably be no higher than 1400mm on road frontages to protect views of buildings. Side fences should only go higher once they have passed the building setback. Fences higher than 1400mm should be visually impermeable. <b>{Her cl.16}</b>	Preferred
<b>b. {Her cl.16}</b>	Fences should be made from similar materials to those traditionally associated with scheduled heritage and character-contributing buildings in the area e.g. wrought iron, timber, brick or stone. Concrete block and basic pool fencing should be avoided.	Suggested
<b>7. {Her cl.16} Colour</b>		
<b>a. {Her cl.16}</b>	Base colours for walls and roofs should be chosen from a palette of heritage or neutral colours. Bright colours should be avoided, although colour can be used effectively for highlighting details.	Suggested
<b>b. {Her cl.16}</b>	Unpainted brick and stone on existing buildings should remain unpainted.	Preferred
<b>8. {Her cl.16} Signs</b>		
<b>a. {Her cl.16}</b>	Signs are discreet and kept to a minimum.	Preferred
<b>b. {Her cl.16}</b>	Signs on buildings should not dominate façades or conceal windows or architectural features.	Preferred
<b>9. {Her cl.16} Other</b>		
<b>a. {Her cl.16}</b>	Building utilities should be located in a way that reduces visual clutter. Where located in areas visible to the public, they should be installed discreetly or screened from view.	Preferred

## **A2.1.4 North Ground Residential Heritage Precinct**

### **A2.1.4.1 Description of area**

The North Ground Residential Heritage Precinct surrounds the North Ground Reserve, taking in parts of St David Street, Great King Street North, Dundas Street, and Cumberland Street North. The area is strongly defined by the reserve and established trees at its heart, the large number of pre-1940 homes, and the area's proximity to the University of Otago.

The area exhibits a range of building styles from periods of the 1890s to 1930s. There are two styles that are most strongly represented; 1930s bungalows and Victorian two-storey homes. Archetypal buildings from these periods most strongly define the character of the precinct.

Victorian/Edwardian period and style buildings tend to cluster in the northern half of the precinct. There are a range of residential styles evident from this period. While there are a few typical Dunedin double-bay villas, these are much less common in this area than in other heritage precincts in the city. Instead, there are a greater number of two-storeyed residences, commonly in a duplex or terrace form, or tall and narrow and built close to the front boundary. There are relatively few large Victorian homes. Fences and hedges are an integral part of the street frontage.

The other common style is represented by buildings built in the 1930s. These buildings tend to cluster more in the southern half of the precinct. These mid-1930s buildings are a mix of single level bungalows and two storey townhouses. They are generally of high quality construction and design.

Also prominent within the precinct are two church buildings with associated halls: The Dundas Street former Methodist Church and All Saints church. Apart from the University buildings at the boundary, these churches are the largest buildings in the precinct, and their scale and design adds architectural quality and height to the precinct.

The predominance of red brick as a construction material is a unifying characteristic that is consistent throughout the precinct. Masonry and/or roughcast are also common materials, often in combination with brick to create architectural detail in façades. There are fewer timber buildings than is common elsewhere in Dunedin. Due to the small site sizes, dwellings tend to be built close to the front boundary and side boundaries and occupy a high overall percentage of the site.

There are a small number of modern buildings in the precinct. These are almost exclusively along the state highways and comprise flats, motels and large student flats on Great King Street, and buildings associated with All Saints Church and the University on Cumberland Street North. The architectural cohesiveness along Cumberland Street has been eroded over time with a mix of building styles that are inconsistent with the character of the area. In addition to this eroded edge, the other main discordant notes are the impact of off-street parking at the front of sites, and out-of-character alterations to the existing character buildings, such as the installation of modern windows.

This remains a well-preserved and distinct residential precinct on the periphery of the University. It houses an interesting mix of pre-WW2 housing styles with a cohesive materials palette and preponderance of red brick. The growing influence of the University over time can be seen in the precinct, along with other pillars of Dunedin's history, religion and sport. The location straddling the state highway system makes this a highly visible microcosm of Dunedin's architectural and social heritage that should be protected and enhanced in coming years.

### **A2.1.4.2 Values to be protected**

The following features and characteristics have been identified as important to protect:

- a. The large number of heritage and character-contributing buildings in the area
- b. The open space/sports ground at the heart of the precinct surrounded by established trees
- c. The use of red brick in construction
- d. The consistent building setbacks and heights

- e. The visibility of small front gardens with low fences, walls or hedges
- f. A general lack of visible off-street car parking, including garages and car ports
- g. The focus on buildings presenting attractive and welcoming façades to the street

#### A2.1.4.3 Principal threats to values

- a. The demolition of existing scheduled heritage and character-contributing buildings
- b. Insufficient maintenance of buildings
- c. Development of new buildings and alterations to existing buildings that are unsympathetic to existing buildings
- d. The use of materials in new buildings or alterations to existing buildings that are inconsistent with those used in the area
- e. The removal of original materials and features from scheduled heritage buildings
- f. The use of inconsistent materials or styles in alterations to existing heritage and character buildings
- g. Car parking in front of buildings
- h. The loss of established trees and front gardens
- i. High fences and walls reducing the interplay between the public realm and front yards
- j. The visibility of infrastructure and services related to student/medium-density housing where not well planned (rubbish and recycling bins, etc.)
- k. Construction of further large multi-unit residential or commercial residential developments where these are out of scale with surrounding development
- l. The cumulative negative effects on heritage streetscape character of the incremental loss of heritage and character-contributing buildings through additions and alterations and demolition. {Her 547.66}

#### A2.1.4.4 Features and characteristics to be incorporated into design

Features or characteristics		Suggested/Preferred
<b>1. {Her cl.16} Height</b>		
<b>a. {Her cl.16}</b>	New buildings should be consistent in height to <del>to</del> <b>with {Her cl.16}</b> immediate neighbours where these are scheduled heritage buildings or character-contributing buildings.	Suggested
<b>2. {Her cl.16} Bulk and location</b>		
<b>a. {Her cl.16}</b>	Houses should be orientated so that the front wall is parallel with the street.	Preferred
<b>b. {Her cl.16}</b>	Buildings at the front of the site should be built close to the road boundary, consistent with the adjacent scheduled heritage buildings or character-contributing buildings.	Preferred
<b>3. {Her cl.16} Car parking</b>		
<b>a. {Her cl.16}</b>	Where possible, parking areas should be located discreetly to the rear of dwelling units. Where they are located at the front of the site, they should be set back from the road frontage and where possible, incorporate fencing, walls, hedges or landscaping to reduce the negative amenity effects and visibility of vehicles.	Preferred



Features or characteristics		Suggested/Preferred
<u>b.</u> <b>{Her cl.16}</b>	Where garages or car ports are visible from the road front they should be integrated into the building, or if stand-alone they must be single and similar in style and materials to the heritage or character-contributing dwelling they are associated with. Garages are preferred over car ports.	Preferred
<b>4. {Her cl.16} Design</b>		
<u>a.</u> <b>{Her cl.16}</b>	New buildings should be sympathetic to existing scheduled heritage buildings or character-contributing buildings in the part of the precinct they are located in.	Preferred
<u>b.</u> <b>{Her cl.16}</b>	New buildings will generally draw important design cues from Victorian, Edwardian or 1930s heritage and character-contributing buildings in the precinct, including scale, orientation, roof pitch, window alignment, materials and details, although these may be expressed in a simpler fashion than on historic buildings.	Suggested
<u>c.</u> <b>{Her cl.16}</b>	Larger buildings should use methods such as detailing, rhythm, division into bays and the use of a variety of materials etc. in order to reduce the perceived scale of buildings.	Suggested
<u>d.</u> <b>{Her cl.16}</b>	Buildings should present a balanced, symmetrical façade to the street.	Suggested
<u>e.</u> <b>{Her cl.16}</b>	Road facing façades should clearly look like the front of a building.	Preferred
<u>f.</u> <b>{Her cl.16}</b>	Buildings should have a clear entrance way, visible from the street. This entrance should include some architectural detail and should not be not be a ranch slider.	Preferred
<u>g.</u> <b>{Her cl.16}</b>	Window placement and alignment should be a key component of the design of the building, accentuating a balanced form and adding architectural detail to the building.	Preferred
<u>h.</u> <b>{Her cl.16}</b>	Roof pitch should be between 30° and 45°. Pitch may be lower where the roof is concealed behind a parapet.	Suggested
<b>5. {Her cl.16} Materials</b>		
<u>a.</u> <b>{Her cl.16}</b>	Building façades should be clad in materials such as plaster, brick, stone, concrete or weatherboards, which are visually consistent with the traditional materials of the precinct. Timber weatherboards may be used in detailing, but not as the main cladding material.	Preferred
<u>b.</u> <b>{Her cl.16}</b>	Buildings should avoid the use of single cladding materials and use a mix of materials to create shadow/depth and visual interest in the façade.	Suggested
<u>c.</u> <b>{Her cl.16}</b>	Unrendered brick and stone should remain unrendered on existing buildings.	Preferred



Features or characteristics		Suggested/Preferred
<b>6. {Her cl.16} Fences and walls</b>		
<b>a. {Her cl.16}</b>	Front fences should preferably be no higher than 1400mm on road frontages to protect views of buildings. Side fences should only go higher once they have passed the building setback. Fences higher than 1400mm should be visually impermeable. <b>{Her 293.169}</b>	Preferred
<b>b. {Her cl.16}</b>	Fences should be made from similar materials to those traditionally associated with scheduled heritage and character-contributing buildings in the area e.g. wrought iron, timber, brick or stone. Concrete block and basic pool fencing should be avoided.	Suggested
<b>7. {Her cl.16} Colour</b>		
<b>a. {Her cl.16}</b>	Base colours for walls and roofs should be chosen from a palette of heritage or neutral colours. Bright colours should be avoided, although colour can be used effectively for highlighting details.	Suggested
<b>b. {Her cl.16}</b>	Unpainted brick and stone on existing buildings should remain unpainted.	Preferred
<b>8. {Her cl.16} Signs</b>		
<b>a. {Her cl.16}</b>	Signs are discreet and kept to a minimum.	Preferred
<b>b. {Her cl.16}</b>	Signs on buildings should not dominate façades or conceal windows or architectural features.	Preferred
<b>9. {Her cl.16} Other</b>		
<b>a. {Her cl.16}</b>	Building utilities should be located in a way that reduces visual clutter. Where located in areas visible to the public, they should be installed discreetly or screened from view.	Preferred

## **A2.1.5 George Street North Residential Heritage Precinct**

### **A2.1.5.1 Description of area**

The George Street North Residential Heritage Precinct is centred on the residential part of George Street north of Albany Street. Like other precincts in this area it has come to have a strongly student character, adjoining the University Campus, North Ground, Willowbank and Dundas residential heritage precincts and this concentration of students, gives it a distinctive and lively character.

The area contains a broad mix of historic housing types including cottages, villas, terraced houses, and a greater number of large mansions than the other northern residential areas, reflecting its more affluent location closer to the city centre. This means the precinct can more comfortably accommodate larger buildings than many of its neighbouring precincts. There are numerous motels and a growing number of new dwellings, reflective of the area's popularity as a student rental precinct. However, the number, scale, and visibility of the many historic character homes still dominate the heritage character and amenity of the area. Buildings are generally two storeys at the road frontage, and fences and hedges are an integral part of the road frontage.

Generally there is a strong connection between individual houses and the street, with dwellings facing the street. This allows for a high level of interaction between street activity and private activity. This interaction is encouraged by the shallow setbacks of buildings, low front fences and visible front yards, clear entrance ways and large numbers of front verandahs and balconies.

On the western side of George Street the topography means that in some areas houses are set back further on the properties. In these situations stone, brick, or textured concrete retaining walls built to complement the houses they are associated with are common on the front boundary.

Over the last few years, there have been a growing number of new buildings constructed in the precinct, almost exclusively built as student accommodation, responding to the high demand for accommodation in close proximity to the campus. These vary in quality and the degree to which they blend into the neighbourhood. The most successful exhibit a scale and level of detailing that is consistent with the buildings around them. The less successful ones demonstrate less attention to their surrounds, leading to inconsistent scale, setback or form, and the use of materials that are inconsistent with those typical of the precinct. It is important that new buildings visible from the street are sensitive to the character of the area.

The style and appearance of alterations to existing character and heritage buildings, as these are altered or extended for student use, can also have significant adverse effects on the character of individual buildings and the overall amenity and character of the area. It is important that these additions and alterations are undertaken as sensitively as possible.

Consistent with other heritage residential precincts close to the University, the strong redevelopment demand, combined with regular refurbishment undertaken on student flats, means there is a great deal of pressure on the character of the precinct. There is a risk that this character will be gradually eroded over time. The significance of this area as an entrance to the city means that controls over the design of new development/alterations of existing buildings are necessary to protect the historic character from development primarily aimed at maximising density.

### **A2.1.5.2 Values to be protected**

The following features and characteristics have been identified as important to protect:

- a. The large number of scheduled heritage buildings in the area
- b. The visibility of small front gardens with low fences, walls or hedges
- c. The strong focus on verticality in design
- d. A general lack of visible off-street car parking, including garages and car ports

- e. The focus on buildings facing the street and presenting attractive and welcoming façades

#### A2.1.5.3 Principal threats to values

- a. The demolition of existing scheduled heritage and character-contributing buildings
- b. Insufficient maintenance of buildings
- c. Development of new buildings and alterations to existing buildings that are unsympathetic to existing buildings
- d. The use of materials in new buildings or alterations to existing buildings that are inconsistent with those used in the area
- e. The removal of original materials and features from scheduled heritage buildings
- f. Car parking in front of buildings
- g. The loss of established trees and front gardens
- h. High fences and walls reducing the interplay between the public realm and front yards
- i. The visibility of infrastructure and services related to student/medium-density housing where not well planned (rubbish and recycling bins, etc.)
- j. The cumulative negative effects on heritage streetscape character of the incremental loss of heritage and character-contributing buildings through additions and alterations and demolition. {Her 547.66}

#### A2.1.5.4 Features and characteristics to be incorporated into design

Features or characteristics		Suggested/Preferred
<b>1. {Her cl.16} Height</b>		
<b>a. {Her cl.16}</b>	New buildings should be consistent in height to <del>to</del> <b>with {Her cl.16}</b> immediate neighbours where these are scheduled heritage buildings or character-contributing buildings.	Suggested
<b>2. {Her cl.16} Bulk and location</b>		
<b>a. {Her cl.16}</b>	Houses should be orientated so that the front wall is parallel with the street.	Preferred
<b>b. {Her cl.16}</b>	Buildings at the front of the site should be built close to the road boundary, consistent with the adjacent scheduled heritage buildings or character-contributing buildings.	Preferred
<b>3. {Her cl.16} Car parking</b>		
<b>a. {Her cl.16}</b>	Where possible, parking areas should be located discreetly to the rear of dwelling units. Where they are located at the front of the site, they should be set back from the road frontage and where possible, incorporate fencing, walls, hedges or landscaping to reduce the negative amenity effects and visibility of vehicles.	Preferred
<b>b. {Her cl.16}</b>	Where garages or car ports are visible from the road front they should be integrated into the building, or if stand-alone they must be single and similar in style and materials to the heritage or character-contributing dwelling they are associated with. Garages are preferred over car ports.	Preferred
<b>4. {Her cl.16} Design</b>		

Features or characteristics		Suggested/Preferred
<u>a.</u> <b>{Her cl.16}</b>	New buildings should be sympathetic to existing scheduled heritage buildings or character-contributing buildings.	Preferred
<u>b.</u> <b>{Her cl.16}</b>	New buildings will generally draw important design cues from Victorian or Edwardian heritage and character-contributing buildings in the precinct, including scale, orientation, roof pitch, window alignment, materials and details, although these may be expressed in a simpler fashion than on historic buildings.	Suggested
<u>c.</u> <b>{Her cl.16}</b>	Larger buildings should use methods such as detailing, rhythm, division into bays and the use of a variety of materials etc. in order to reduce the perceived scale of buildings.	Suggested
<u>d.</u> <b>{Her cl.16}</b>	Buildings should accentuate a vertical dimension.	Suggested
<u>e.</u> <b>{Her cl.16}</b>	Buildings should present a balanced, symmetrical façade to the street.	Suggested
<u>f.</u> <b>{Her cl.16}</b>	Road facing façades should clearly look like the front of a building.	Preferred
<u>g.</u> <b>{Her cl.16}</b>	Buildings should have a clear entrance way, visible from the street. This entrance should include some architectural detail and should not be a ranch slider.	Preferred
<u>h.</u> <b>{Her cl.16}</b>	Window placement and alignment should be a key component of the design of buildings, accentuating the verticality and symmetry of the building.	Preferred
<u>i.</u> <b>{Her cl.16}</b>	Roof pitch should be between 30° and 45°. Pitch may be lower where the roof is concealed behind a parapet.	Suggested
<u>j.</u> <b>{Her cl.16}</b>	Roofs should be gabled. At least one gable should face the road frontage, unless the building is a terraced house or cottage.	Preferred
<b>5. {Her cl.16} Materials</b>		
<u>a.</u> <b>{Her cl.16}</b>	Building façades should be clad in materials such as plaster, brick, stone, concrete or weatherboards, which are visually consistent with the traditional materials of the precinct.	Preferred
<u>b.</u> <b>{Her cl.16}</b>	Buildings should avoid the use of single cladding materials and use a mix of materials to create shadow/depth and visual interest in the façade.	Suggested
<u>c.</u> <b>{Her cl.16}</b>	Unrendered brick and stone should remain unrendered on existing buildings.	Preferred

Features or characteristics		Suggested/Preferred
<b>6. {Her cl.16} Fences and walls</b>		
<b>a. {Her cl.16}</b>	Front fences should preferably be no higher than 1400mm on road frontages to protect views of buildings. Side fences should only go higher once they have passed the building setback. Fences higher than 1400mm should be visually permeable.	Preferred
<b>b. {Her cl.16}</b>	Fences should be made from similar materials to those traditionally associated with scheduled heritage and character-contributing buildings in the area e.g. wrought iron, timber, brick or stone. Concrete block and basic pool fencing should be avoided.	Suggested
<b>c. {Her cl.16}</b>	Retaining walls should be constructed of materials such as rendered concrete block, crib walling or stone, rather than gabion baskets, timber or sheet materials such as iron.	Suggested
<b>7. {Her cl.16} Colour</b>		
<b>a. {Her cl.16}</b>	Base colours for walls and roofs should be chosen from a palette of heritage or neutral colours. Bright colours should be avoided, although colour can be used effectively for highlighting details.	Suggested
<b>b. {Her cl.16}</b>	Unpainted brick and stone on existing buildings should remain unpainted.	Preferred
<b>8. {Her cl.16} Signs</b>		
<b>a. {Her cl.16}</b>	Signs are discreet and kept to a minimum.	Preferred
<b>b. {Her cl.16}</b>	Signs on buildings should not dominate façades or conceal windows or architectural features.	Preferred
<b>9. {Her cl.16} Other</b>		
<b>a. {Her cl.16}</b>	Building utilities should be located in a way that reduces visual clutter. Where located in areas visible to the public, they should be installed discreetly or screened from view.	Preferred

## **A2.1.6 Queen Street Residential Heritage Precinct {Confirmed for deletion - Her 167.5}**

### **A2.1.6.1 Description of area {Her 167.5}**

The Queen Street Residential Heritage Precinct is located on the slopes between the northern end of George Street and the Town Belt. The precinct borders both the George Street North and Willowbank Residential heritage precincts and encompasses parts of Queen Street and Warrender Street. The area is strongly defined not only by the large number of early homes, but also the steep topography (including the split road), the backdrop of the Town Belt and other mature trees and gardens in the precinct. **{Her 167.5}**

The area has a more mixed architectural form in comparison to the neighbouring George Street and Willowbank heritage precincts. The most common style of house is the timber villa, though these exhibit a range of forms in the precinct, adapting to address the steep topography. On the eastern side of Queen Street, typical-looking villas built close to the road boundary extend multiple levels below the street to create huge dwellings with expansive covered verandahs, the full extent of which is most visible from George Street across the open spaces of George Street School. On the upper slopes of Queen Street villas are more commonly single level and set further back on the sites with large front yards to accommodate building platforms away from the steepest parts of the sites. A number of these homes are accessed from Queens Drive, through the Town Belt, rather than from Queen Street. On Warrender Street and on Queen Street close to the intersection with Warrender Street, homes are built closer to the front of the sites, again reflecting the topography of this area. **{Her 167.5}**

The other common style of house in the area is the bungalow, most commonly constructed in brick and tile. These buildings are interspersed with the earlier timber villas and cottages throughout the precinct, but do not exhibit such a strong influence over the character of the area as in other precincts where brick homes are of much larger scale. Buildings are generally two storeys at the road frontage, though due to topography some will extend to three storeys. Fences and hedges are an integral part of the street frontage. **{Her 167.5}**

The mix of architectural styles is most pronounced at the high point of Warrender Street. Here heavily modified early timber cottages sit alongside large Edwardian, bungalow style, art deco and even modernist homes. This mix of architectural styles demonstrates the changing habitation of the precinct and the unusual mix of socio-economic classes in the suburbs close to the central city. **{Her 167.5}**

There are a small but growing number of modern buildings in the precinct, almost exclusively built as student accommodation. Compared to other nearby heritage areas, these are generally of lower quality and tend to not blend into the neighbourhood as successfully as they could. Common issues with these newer buildings include location on the site compared to older buildings (too close to the front boundary), scale, style, or earthworks undertaken to accommodate off-street parking. Changing engineering technology has made more substantial earthworks for new dwellings possible, which raises the potential that infill or other housing will be located in areas on sites that are inconsistent with the historic patterns of the precinct. Such placement makes the design and landscaping of these buildings more important. **{Her 167.5}**

Although the Queen Street residential precinct is not the most intact heritage precinct in the city, there is a distinct character and a substantial number of impressive historic homes in the precinct. The precinct is also highly visible due to its location on the hills above George Street. Future development in this area could enhance these values further and improve the appearance of the precinct if it is done in a manner that is more sensitive to the context of the precinct and the existing character-contributing and heritage buildings. **{Her 167.5}**

### **A2.1.6.2 Values to be protected {Her 167.5}**

The following features and characteristics have been identified as important to protect: **{Her 167.5}**



- a. The large number of scheduled heritage buildings in the area **{Her 167.5}**
- b. Houses built to cluster and stack on the hillside rather than creating large new building platforms with retaining walls **{Her 167.5}**
- c. The strong focus on verticality in design **{Her 167.5}**
- d. A general lack of visible off-street car parking visible at the front of the site, including garages and car ports **{Her 167.5}**
- e. Established gardens and trees, particularly on Queen Street **{Her 167.5}**

#### A2.1.6.3 Principal threats to values **{Her 167.5}**

- a. The demolition of existing scheduled heritage and character-contributing buildings **{Her 167.5}**
- b. Insufficient maintenance of buildings **{Her 167.5}**
- c. Development of new buildings and alterations to existing buildings that are unsympathetic to existing buildings **{Her 167.5}**
- d. The use of materials in new buildings or alterations to existing buildings that are inconsistent with those used in the area **{Her 167.5}**
- e. The removal of original materials and features from scheduled heritage buildings **{Her 167.5}**
- f. Car parking in front of buildings **{Her 167.5}**
- g. Extensive retaining walls for parking or building platforms **{Her 167.5}**
- h. The loss of established trees and gardens **{Her 167.5}**
- i. The visibility of infrastructure and services related to student/medium-density housing where not well-planned (rubbish and recycling bins, etc.) **{Her 167.5}**

#### A2.1.6.4 Features and characteristics to be incorporated into design **{Her 167.5}**

Features or characteristics	Suggested/Preferred
Height	
New buildings should be consistent in height to immediate neighbours where these are scheduled heritage buildings or character-contributing buildings.	Suggested
Bulk and location	
Houses should be orientated so that the front wall is parallel with the street.	Preferred
Buildings at the front of the site should be built close to the road boundary, consistent with the adjacent scheduled heritage buildings or character-contributing buildings.	Preferred
Car parking	
Where possible, parking areas should be located discreetly to the rear of dwelling units. Where they are located at the front of the site, they should be set back from the road frontage and where possible, incorporate fencing, walls, hedges or landscaping to reduce the negative amenity effects and visibility of vehicles.	Preferred



Features or characteristics	Suggested/Preferred
Where garages or car ports are visible from the road front they should be integrated into the building, or if stand-alone they must be single and similar in style and materials to the heritage or character-contributing dwelling they are associated with. Garages are preferred over car ports.	Preferred
<b>Design</b>	
New buildings should be sympathetic to existing scheduled heritage buildings or character-contributing buildings in the part of the precinct they are located in.	Preferred
New buildings will generally draw important design cues from Victorian or Edwardian heritage and character-contributing buildings in the precinct, including scale, orientation, roof pitch, window alignment, materials and details, although these may be expressed in a simpler fashion than on historic buildings.	Suggested
Larger buildings should use methods such as detailing, rhythm, division into bays and the use of a variety of materials etc. in order to reduce the perceived scale of buildings.	Suggested
Buildings should present a balanced, symmetrical façade to the street.	Suggested
Road facing façades should clearly look like the front of a building.	Preferred
Buildings should have a clear entrance way, visible from the street. This entrance should include some architectural detail and should not be a ranch slider.	Preferred
Window placement and alignment should be a key component of the design of the building, accentuating a balanced form and adding architectural detail to the building.	Preferred
Roof pitch should be between 30° and 45°. Pitch may be lower where the roof is concealed behind a parapet.	Suggested
Roofs should be gabled. At least one gable should face the road frontage, unless the building is a terraced house or cottage.	Preferred
<b>Materials</b>	
Building façades should be clad in materials such as plaster, brick, stone, concrete or weatherboards, which are visually consistent with the traditional materials of the precinct.	Preferred
Buildings should avoid the use of single cladding materials and use a mix of materials to create shadow/depth and visual interest in the façade.	Suggested
Un-rendered brick and stone should remain un-rendered on existing buildings.	Preferred
<b>Fences and walls</b>	
Front fences should preferably be no higher than 1400mm on road frontages to protect views of buildings. Side fences should only go higher once they have passed the building setback. Fences higher than 1400mm should be visually permeable.	Preferred
Fences should be made from similar materials to those traditionally associated with scheduled heritage and character-contributing buildings in the area e.g. wrought iron, timber, brick or stone. Concrete block, basic pool fencing should be avoided.	Suggested

Features or characteristics	Suggested/Preferred
Retaining walls should be constructed of materials such as rendered concrete block, crib walling or stone, rather than gabion baskets, timber or sheet materials such as iron.	Suggested
Colour	
Base colours for walls and roofs should be chosen from a palette of heritage or neutral colours. Bright colours should be avoided, although colour can be used effectively for highlighting details.	Suggested
Unpainted brick and stone on existing buildings should remain unpainted.	Preferred
Signs	
Signs are discreet and kept to a minimum.	Preferred
Signs on buildings should not dominate façades or conceal windows or architectural features.	Preferred
Other	
Building utilities should be located in a way that reduces visual clutter. Where located in areas visible to the public, they should be installed discreetly or screened from view.	Preferred

## **A2.1.7 High Street Residential Heritage Precinct**

### **A2.1.7.1 Description of area**

The High Street Residential Heritage Precinct lies on the hill slopes that rise immediately to the west of the Exchange. It encompasses both High Street and Stafford Street, from Clark Street on High Street and Hope Street on Stafford Street, to Alva Street. Settlement of this area dates back to 1849, and it remains primarily a residential area. The overwhelming majority of houses in the area date from the 19th and early 20th centuries.

The influence of the cable car is more present here than any other area of the City. There are very few garages to the street front and few vehicle crossings, even on many of the largest homes in the area. The steepness of the hill results in a sense of verticality which characterises the precinct, and many houses feature towers, gables, finials and turrets which emphasise not only the vertical stature of each individual building, but also the verticality of the overall streetscape. The steepness of the area means that roofs are often visible, meaning more effort has been put into the design of interesting rooflines and use of robust, quality materials, like Marseilles tiles and slate.

The houses in the precinct also tend to be of a larger scale than those found in many other heritage residential precincts, similar to those in the Royal Terrace - Pitt Street - Heriot Row Residential Heritage Precinct. The houses in the High Street precinct, however, tend to have higher site coverage and less curtilage, a product of the steeper topography, early settlement and proximity to what was once the hub of the central city. Fences and hedges are an integral part of the street frontage. Buildings are generally two or three storeys at the road frontage.

The design elements and the scale of the buildings also reflect the area's former wealth and the prominence of its early residents. This can be seen in the large number of homes demonstrating diverse architectural styles and a greater focus, in comparison to most of the other heritage precincts, on the individual houses as distinct elements, rather than as part of a consistent streetscape. A number of the houses were built for professionals such as doctors, dentists and lawyers, and incorporate architectural features specifically tailored for professionals. This housing of professional classes is an important element of the area's social history, still clearly seen in its architectural form.

A range of materials are used in the construction of buildings in the precinct. However, reflecting a focus on architectural expression and the quality of buildings, there is common use of brick and masonry. There are fewer timber buildings in this precinct than in other Dunedin heritage precincts. The number of masonry buildings lends a sense of permanence and solidity to the area.

In Stafford Street and adjoining streets there are a greater number of duplexes and multiple unit dwellings. However, even these historic multi-unit developments tend to exhibit a higher degree of design and ornamentation than similar styles elsewhere in the city.

The view down into the Exchange and out to the harbour is an important aspect of the character of the precinct.

### **A2.1.7.2 Values to be protected**

The following features and characteristics have been identified as important to protect:

- a. The large number of scheduled heritage and character-contributing buildings in the area
- b. A strong focus on grand, individual architecturally designed homes
- c. The use of ornamentation and detail in design
- d. The use of red brick and masonry in construction
- e. A general lack of visible off-street car parking, including garages and car ports
- f. Established gardens and trees
- g. The focus on buildings presenting attractive and welcoming façades to the street

### **A2.1.7.3 Principal threats to values**

- a. The demolition of existing scheduled heritage and character-contributing buildings
- b. Insufficient maintenance of buildings
- c. Development of new buildings and alterations to existing buildings that are unsympathetic to existing buildings
- d. The use of materials in new buildings or alterations to existing buildings that are inconsistent with those used in the area
- e. The removal of original materials and features from scheduled heritage buildings
- f. Car parking in front of buildings
- g. The loss of established trees and gardens
- h. The cumulative negative effects on heritage streetscape character of the incremental loss of heritage and character-contributing buildings through additions and alterations and demolition. {Her 547.66}

#### A2.1.7.4 Features and characteristics to be incorporated into design

Features or characteristics		Suggested/Preferred
<b>1. {Her cl.16} Height</b>		
<b>a. {Her cl.16}</b>	New buildings should be consistent in height to <del>to</del> <u>with</u> {Her cl.16} immediate neighbours where these are scheduled heritage buildings or character-contributing buildings.	Suggested
<b>2. {Her cl.16} Bulk and location</b>		
<b>a. {Her cl.16}</b>	Houses should be orientated so that the front wall is parallel with the street.	Preferred
<b>b. {Her cl.16}</b>	Buildings at the front of the site should be built close to the road boundary, consistent with the adjacent scheduled heritage buildings or character-contributing buildings.	Preferred
<b>3. {Her cl.16} Car parking</b>		
<b>a. {Her cl.16}</b>	Where possible, parking areas should be located discreetly to the rear of dwelling units. Where they are located at the front of the site, they should be set back from the road frontage and where possible, incorporate fencing, walls, hedges or landscaping to reduce the negative amenity effects and visibility of vehicles.	Preferred
<b>b. {Her cl.16}</b>	Where garages or car ports are visible from the road front they should be integrated into the building, or if stand-alone they must be single and similar in style and materials to the heritage or character-contributing dwelling they are associated with. Garages are preferred over car ports.	Preferred
<b>4. {Her cl.16} Design</b>		
<b>a. {Her cl.16}</b>	New buildings should be sympathetic to existing scheduled heritage buildings or character-contributing buildings in the part of the precinct they are located in.	Preferred
<b>b. {Her cl.16}</b>	New buildings will generally draw important design cues from Victorian or Edwardian heritage and character-contributing buildings in the precinct, including scale, orientation, roof pitch, window alignment, materials and details, although these may be expressed in a simpler fashion than on historic buildings.	Suggested

Features or characteristics		Suggested/Preferred
c. {Her cl.16}	Larger buildings should use methods such as detailing, rhythm, division into bays and the use of a variety of materials etc. in order to reduce the perceived scale of buildings.	Suggested
d. {Her cl.16}	Buildings should accentuate a vertical dimension.	Suggested
e. {Her cl.16}	Buildings should present a balanced, symmetrical façade to the street.	Suggested
f. {Her cl.16}	Road facing façades should clearly look like the front of a building.	Preferred
g. {Her cl.16}	Buildings should have a clear entrance way, visible from the street. This entrance should include some architectural detail and should not be a ranch slider.	Preferred
h. {Her cl.16}	Window placement and alignment should be a key component of the design of the building, accentuating the verticality and symmetry of the building.	Preferred
i. {Her cl.16}	Roof pitch should be between 30° - 45°. Pitch may be lower where the roof is concealed behind a parapet.	Suggested
j. {Her cl.16}	Roofs should be gabled. At least one gable should face the road frontage, unless the building is a terraced house or cottage.	Preferred
<b>5. {Her cl.16} Materials</b>		
a. {Her cl.16}	Building façades should be clad in materials such as plaster, brick, stone, concrete or weatherboards, which are visually consistent with the traditional materials of the precinct.	Preferred
b. {Her cl.16}	Buildings should avoid the use of single cladding materials and use a mix of materials to create shadow/depth and visual interest in the façade.	Suggested
c. {Her cl.16}	Unrendered brick and stone should remain unrendered on existing buildings.	Preferred
<b>6. {Her cl.16} Fences and walls</b>		
a. {Her cl.16}	Front fences should preferably be no higher than 1400mm on road frontages to protect views of buildings. Side fences should only go higher once they have passed the building setback. Fences higher than 1400mm should be visually permeable.	Preferred

Features or characteristics		Suggested/Preferred
<u>b.</u> <b>{Her cl.16}</b>	Fences should be made from similar materials to those traditionally associated with scheduled heritage and character-contributing buildings in the area e.g. wrought iron, timber, brick or stone. Concrete block and basic pool fencing should be avoided.	Suggested
<u>c.</u> <b>{Her cl.16}</b>	Retaining walls should be constructed of materials such as rendered concrete block, crib walling or stone, rather than gabion baskets, timber or sheet materials such as iron.	Suggested
<b>7. {Her cl.16} Colour</b>		
<u>a.</u> <b>{Her cl.16}</b>	Base colours for walls and roofs should be chosen from a palette of heritage or neutral colours. Bright colours should be avoided, although colour can be used effectively for highlighting details.	Suggested
<u>b.</u> <b>{Her cl.16}</b>	Unpainted brick and stone on existing buildings should remain unpainted.	Preferred
<b>8. {Her cl.16} Signs</b>		
<u>a.</u> <b>{Her cl.16}</b>	Signs are discreet and kept to a minimum.	Preferred
<u>b.</u> <b>{Her cl.16}</b>	Signs on buildings should not dominate façades or conceal windows or architectural features.	Preferred
<b>9. {Her cl.16} Other</b>		
<u>a.</u> <b>{Her cl.16}</b>	Building utilities should be located in a way that reduces visual clutter. Where located in areas visible to the public, they should be installed discreetly or screened from view.	Preferred

## **A2.1.8 Willowbank Residential Heritage Precinct**

### **A2.1.8.1 Description of Area**

The Willowbank Residential Heritage Precinct is located at the northern end of George Street and encompasses parts of Queen Street and Duke Street, in the area adjoining Woodhaugh Gardens and the Water of Leith. The area is strongly defined not only by the large number of original homes and their quality and consistency, but also the unique setting of Woodhaugh Gardens, the Leith, and mature trees and gardens.

The most common architectural style in the area is the double bay villa. There are large numbers of this archetypal style of building in consistent blocks throughout Willowbank. These strongly define the precinct.

Underscoring the area's importance of a microcosm of Dunedin's early society and economy there are also a large number of working class homes in the area, including terraces and cottages (often built to service nearby industries), side by side with larger mansion homes on much larger sites. Buildings are generally two storeys at the road frontage and fences and hedges are an integral part of the road frontage.

There are only a small number of modern buildings in the precinct, mostly built as student accommodation. These vary in quality and the degree to which they blend into the neighbourhood. The most successful exhibit a scale and level of detailing that is consistent with the buildings around them. The less successful modern buildings exhibit inconsistent scale and setbacks, or insufficient verticality. Insensitive alterations of historic buildings have also occurred. Future new buildings within the precinct should ideally be situated off the main George Street axis and be more consistent in scale and form with other buildings in the precinct.

As one of the best-preserved residential precincts in the city and demonstrative of the Dunedin's early society and economy, every effort should be made to maintain the quality, consistency, and integrity of the precinct as a showcase of the city's heritage and as an entranceway to the city.

### **A2.1.8.2 Values to be protected**

The following features and characteristics have been identified as important to protect:

- a. The large number of scheduled heritage buildings in the area
- b. The consistency of building setbacks and heights
- c. The consistency of repetition and symmetry within blocks
- d. The visibility of small front gardens with low fences, walls or hedges
- e. The strong focus on verticality in design
- f. A general lack of visible off-street parking, including garages and car ports
- g. Established gardens and trees
- h. The focus on buildings presenting attractive and welcoming façades to the street

### **A2.1.8.3 Principal threats to values**

- a. The demolition of existing scheduled heritage and character-contributing buildings
- b. Insufficient maintenance of buildings
- c. Development of new buildings and alterations to existing buildings that are unsympathetic to existing buildings
- d. The use of materials in new buildings or alterations to existing buildings that are inconsistent with those used in the area
- e. The removal of original materials and features from scheduled heritage buildings
- f. Car parking in front of buildings



- g. The loss of established trees and gardens
- h. High fences and walls reducing the interplay between the public realm and front yards
- i. The visibility of infrastructure and services related to student/medium-density housing where not well planned (rubbish and recycling bins, etc.)
- j. The cumulative negative effects on heritage streetscape character of the incremental loss of heritage and character-contributing buildings through additions and alterations and demolition. {Her 547.66}

#### A2.1.8.4 Features and characteristics to be incorporated into design

Features or characteristics		Suggested/Preferred
<b>1. {Her cl.16} Height</b>		
<b>a. {Her cl.16}</b>	New buildings should be consistent in height to with {Her cl.16} immediate neighbours where these are scheduled heritage buildings or character-contributing buildings.	Suggested
<b>2. {Her cl.16} Bulk and location</b>		
<b>a. {Her cl.16}</b>	Houses should be orientated so that the front wall is parallel with the street.	Preferred
<b>b. {Her cl.16}</b>	Buildings at the front of the site should be built close to the road boundary, consistent with the adjacent scheduled heritage buildings or character-contributing buildings.	Preferred
<b>3. {Her cl.16} Car parking</b>		
<b>a. {Her cl.16}</b>	Where possible, parking areas should be located discreetly to the rear of dwelling units. Where they are located at the front of the site, they should be set back from the road frontage and where possible, incorporate fencing, walls, hedges or landscaping to reduce the negative amenity effects and visibility of vehicles.	Preferred
<b>b. {Her cl.16}</b>	Where garages or car ports are visible from the road front they should be integrated into the building, or if stand-alone they must be single and similar in style and materials to the heritage or character-contributing dwelling they are associated with. Garages are preferred over car ports.	Preferred
<b>4. {Her cl.16} Design</b>		
<b>a. {Her cl.16}</b>	New buildings should be sympathetic to existing scheduled heritage buildings or character-contributing buildings.	Preferred
<b>b. {Her cl.16}</b>	New buildings will generally draw important design cues from Victorian or Edwardian heritage and character-contributing buildings in the precinct, including scale, orientation, roof pitch, window alignment, materials and details, although these may be expressed in a simpler fashion than on historic buildings.	Suggested
<b>c. {Her cl.16}</b>	Buildings should present a balanced, symmetrical façade to the street.	Suggested

Features or characteristics		Suggested/Preferred
<u>d.</u> {Her cl.16}	Road facing façades should clearly look like the front of a building.	Preferred
<u>e.</u> {Her cl.16}	Buildings should have a clear entrance way, visible from the street. This entrance should include some architectural detail and should not be a ranch slider.	Preferred
<u>f.</u> {Her cl.16}	Window placement and alignment should be a key component of the design of the building, accentuating a balanced form and adding architectural detail to the building.	Preferred
<u>g.</u> {Her cl.16}	Roof pitch should be between 30° - 45°. Pitch may be lower where the roof is concealed behind a parapet.	Suggested
<u>h.</u> {Her cl.16}	Roofs should be gabled. At least one gable should face the road frontage, unless the building is a terraced house or cottage.	Preferred
<b>5. {Her cl.16} Materials</b>		
<u>a.</u> {Her cl.16}	Building façades should be clad in materials such as plaster, brick, stone, concrete or weatherboards, which are visually consistent with the traditional materials of the precinct.	Preferred
<u>b.</u> {Her cl.16}	Buildings should avoid the use of single cladding materials and use a mix of materials to create shadow/depth and visual interest in the façade.	Suggested
<u>c.</u> {Her cl.16}	Unrendered brick and stone should remain unrendered on existing buildings.	Preferred
<b>6. {Her cl.16} Fences and walls</b>		
<u>a.</u> {Her cl.16}	Front fences should preferably be no higher than 1400mm on road frontages to protect views of buildings. Side fences should only go higher once they have passed the building setback. Fences higher than 1400mm should be visually permeable.	Preferred
<u>b.</u> {Her cl.16}	Fences should be made from similar materials to those traditionally associated with scheduled heritage and character-contributing buildings in the area e.g. wrought iron, timber, brick or stone. Concrete block and basic pool fencing should be avoided.	Suggested
<b>7. {Her cl.16} Colour</b>		
<u>a.</u> {Her cl.16}	Colours should be chosen from a heritage palette and avoid bright colours as base colours for buildings, though colour can be used effectively for highlighting architectural details.	Suggested
<u>b.</u> {Her cl.16}	Unpainted brick and stone on existing buildings should remain unpainted.	Preferred

Features or characteristics		Suggested/Preferred
<b>8. {Her cl.16} Signs</b>		
<b>a. {Her cl.16}</b>	Signs are discreet and kept to a minimum.	Preferred
<b>b. {Her cl.16}</b>	Signs on buildings should not dominate façades or conceal windows or architectural features.	Preferred
<b>9. {Her cl.16} Other</b>		
<b>a. {Her cl.16}</b>	Building utilities should be located in a way that reduces visual clutter. Where located in areas visible to the public, they should be installed discreetly or screened from view.	Preferred

## **A2.1.9 Windle Settlement Residential Heritage Precinct {Her 547.34}**

### **A2.1.9.1 Description of Area {Her 547.34}**

The following description is sourced from Heritage NZ. {Her 547.34}

The Windle Settlement Workers' Dwellings Historic Area consists of the first twenty houses built in Dunedin under the Workers' Dwellings Act 1905 as part of the first government state housing schemes. These were the only houses built under the Act in Dunedin and form an intact area reflecting the principles and practices of the Liberal Government housing policy. {Her 547.34}

The Windle Settlement was established in 1906-07 along with settlements in Auckland, Christchurch and Wellington. This was an integral part of the Liberal Government's administration of radical social policies, such as votes for women, old age pensions and housing for all. An impetus to the establishment of the Workers' Dwellings Act was a general assumption about the positive relationship between home ownership and social order, as revolutionaries did not come from 'men with happy homes in pleasant surroundings'. The Windle Settlement is an embodiment of these ideals, which foreshadowed the 1930s Welfare State promoted by the first Labour Government. {Her 547.34}

The Windle Settlement is located in one of Dunedin's finer established hill suburbs, Belleknowes, formerly in the Borough of Mornington, on Rosebery and Newport streets. The Windle Settlement was the only such settlement to be established in Dunedin. It is highly significant that the outward aspect of the Windle houses subscribes to British and American Arts and Crafts influences that were adopted by a select group of architects working in New Zealand at the time, most of whom had received their training in Britain. The Garden City Movement was also a factor in setting an aesthetic and practical ideal for the 'healthy' settlement of New Zealand workers and their families. {Her 547.34}

The Windle Settlement, with its elegant array of one and two-storeyed houses, interspersed with semi-detached houses (separated by a firewall), forms a modest, yet picturesque ideal of early twentieth century suburban living in New Zealand. The design and three-dimensional treatments uphold the progressive ideas that recommended white upper-working class families should be settled in suburban houses to give an appearance, or 'culture', of respectability. {Her 547.34}

### **A2.1.9.2 Values to be protected {Her 547.34}**

- The continued presence of houses built as part of the Windle Settlement in the area {Her 547.34}
- The consistency of the Arts and Craft style in design {Her 547.34}
- The consistency of materials and key design elements {Her 547.34}
- The visibility of small front gardens with low fences, walls or hedges {Her 547.34}
- Established gardens and trees {Her 547.34}
- The focus on buildings presenting attractive and welcoming façades to the street {Her 547.34}

### **A2.1.9.3 Principal threats to values {Her 547.34}**

- Development of new buildings and alterations to existing buildings that are unsympathetic to existing buildings and key elements of the Arts and Craft style {Her 547.34}
- The use of materials in new buildings or alterations to existing buildings that are inconsistent with those used in the area {Her 547.34}
- The removal of original materials and features from the Windle Settlement houses {Her 547.34}
- The loss of established trees and gardens {Her 547.34}

- e. High fences and walls reducing the interplay between the public realm and front yards {Her 547.34}
- f. The cumulative negative effects on heritage streetscape character of the incremental loss of heritage and character-contributing buildings through additions and alterations and demolition. {Her 547.34}

#### A2.1.9.4 Features and characteristics to be incorporated into design {Her 547.34}

<b>Features or characteristics {Her 547.34}</b>		<b>Suggested/Preferred {Her 547.34}</b>
<b>1. Height {Her 547.34}</b>		
a. {Her 547.34}	<u>New buildings should be consistent in height with other buildings in the precinct. {Her 547.34}</u>	Suggested {Her 547.34}
<b>2. Bulk and location {Her 547.34}</b>		
a. {Her 547.34}	<u>Houses should be orientated so that the front wall is parallel with the street. {Her 547.34}</u>	Preferred {Her 547.34}
b. {Her 547.34}	<u>Buildings at the front of the site should be built close to the road boundary, consistent with the adjacent scheduled heritage buildings or character-contributing buildings. {Her 547.34}</u>	Preferred {Her 547.34}
<b>3. Car parking {Her 547.34}</b>		
a. {Her 547.34}	<u>Where possible, parking areas should be located discreetly to the rear of dwelling units. Where they are located at the front of the site, they should be set back from the road frontage and where possible, incorporate fencing, walls, hedges or landscaping to reduce the negative amenity effects and visibility of vehicles. {Her 547.34}</u>	Preferred {Her 547.34}
b. {Her 547.34}	<u>Where garages or car ports are visible from the road front they should be integrated into the building, or if stand-alone they must be single and similar in style and materials to the heritage or character-contributing dwelling they are associated with. Garages are preferred over car ports. {Her 547.34}</u>	Preferred {Her 547.34}
<b>4. Design {Her 547.34}</b>		
a. {Her 547.34}	<u>New buildings should be sympathetic to existing character-contributing buildings. {Her 547.34}</u>	Preferred {Her 547.34}
b. {Her 547.34}	<u>New buildings will generally draw important design cues from the Arts and Craft style of the Windle Settlement houses in the precinct, including scale, orientation, roof pitch, window alignment, materials and details, although these may be expressed in a simpler fashion than on those buildings. {Her 547.34}</u>	Suggested {Her 547.34}
c. {Her 547.34}	<u>Road facing façades should clearly look like the front of a building. {Her 547.34}</u>	Preferred {Her 547.34}
d. {Her 547.34}	<u>Buildings should have a clear entrance way, visible from the street. This entrance should include some architectural detail and should not be a ranch slider. {Her 547.34}</u>	Preferred {Her 547.34}

<b>Features or characteristics {Her 547.34}</b>		<b>Suggested/Preferred {Her 547.34}</b>
e. {Her 547.34}	Window placement and alignment should be a key component of the design of the building, accentuating a balanced form and adding architectural detail to the building. {Her 547.34}	Preferred {Her 547.34}
f. {Her 547.34}	Existing window patterns and the use of multi-light windows on front façades should be protected on Windle settlement buildings. {Her 547.34}	Preferred {Her 547.34}
g. {Her 547.34}	Roof pitch should be between 30° - 45°. {Her 547.34}	Suggested {Her 547.34}
h. {Her 547.34}	Roofs should be gabled. At least one gable should face the road frontage. {Her 547.34}	Preferred {Her 547.34}
<b>5. Materials {Her 547.34}</b>		
a. {Her 547.34}	Building façades should be clad in weatherboards but may make use of plaster or other similar materials for detailing, which are visually consistent with the traditional materials of the precinct. {Her 547.34}	Preferred {Her 547.34}
b. {Her 547.34}	Buildings should avoid use a mix of materials or diverse application of the main materials to create shadow/depth and visual interest in the façade. {Her 547.34}	Suggested {Her 547.34}
<b>6. Fences and walls {Her 547.34}</b>		
a. {Her 547.34}	Front fences should preferably be no higher than 1400mm on road frontages to protect views of buildings. Side fences should only go higher once they have passed the building setback. Fences higher than 1400mm should be visually permeable. {Her 547.34}	Preferred {Her 547.34}
b. {Her 547.34}	Fences should be made from similar materials to those traditionally associated with scheduled heritage and character-contributing buildings in the area e.g. wrought iron, timber. Concrete block and basic pool fencing should be avoided. {Her 547.34}	Suggested {Her 547.34}
<b>7. Colour {Her 547.34}</b>		
a. {Her 547.34}	Colours should be chosen from a heritage palette and avoid bright colours as base colours for buildings, though colour can be used effectively for highlighting architectural details. {Her 547.34}	Suggested {Her 547.34}
<b>8. Signs {Her 547.34}</b>		
a. {Her 547.34}	Signs are discreet and kept to a minimum. {Her 547.34}	Preferred {Her 547.34}
b. {Her 547.34}	Signs on buildings should not dominate façades or conceal windows or architectural features. {Her 547.34}	Preferred {Her 547.34}
<b>9. Other {Her 547.34}</b>		
a. {Her 547.34}	Building utilities should be located in a way that reduces visual clutter. Where located in areas visible to the public, they should be installed discreetly or screened from view. {Her 547.34}	Preferred {Her 547.34}



## **A2.1.10 City Rise Residential Heritage Precinct {Confirmed for insertion - Her 417.27}**

### **A2.1.10.1 Description of area {Her 417.27}**

City Rise is located to the west of Canongate and Rattray Street and to the east of the Town Belt. The area is best defined by its nineteenth century residential character on a sloping site immediately above the city centre, with steep changes in ground level to its south and east in particular. It is also notable for its collection of buildings on its eastern corner associated with the nearby Catholic Cathedral. {Her 417.27}

Larger, wealthier nineteenth century houses can often be found on higher ground where views across the harbour are better, notably on York Place. Two and one-storey villas make up most of the historical housing stock. There are several rows of finely detailed two-storey terraces, such as on Adam Street and Arthur Street. On the most sloping sites, often south facing, extensive historical subdivision occurred creating small pockets of cottages, particularly off Russell Street, Elm Row and Canongate. Properties between Bishops Road and Rattray Street tend to be larger and more formal in design reflecting their close links to St. Joseph's Cathedral to the north. {Her 417.27}

This range of residential property sizes is indicative of parts of nineteenth century Dunedin, where unmetalled roads, a lack of public transport, the restriction of the Town Belt and the hilly landscape led to the juxtaposition of larger, more prestigious properties on more valuable land close to less valuable parcels of land containing smaller but more numerous houses. {Her 417.27}

Materials vary according to age, scale and status of the property, with a slow evolution from timber to brick over time. Generally there is a strong connection between individual houses and the street, with dwellings facing the street. Boundaries are usually low and visually permeable, with a strong amount of planting framed by the Town Belt to the west. {Her 417.27}

More recent development in the area is not of such high quality, and is primarily made up of the replacement of historic homes or the subdivision of their gardens for the development of small scale apartment blocks or larger houses. In most cases the quality of the design does not match the surrounding historic properties. Many of the newer apartment blocks do not address the street, while infill development on former front gardens hides historic properties from the street. There has been a limited amount of loss of details from heritage buildings but the primary risk to the character of the neighbourhood is through demolition and inappropriate replacements. This has been heightened by the disproportionate level of replacement housing construction on corner sites. {Her 417.27}

The significance of this area for its architectural and historical values means that controls over new development and the alteration of existing buildings are necessary to defend the historic character from development primarily aimed at maximising density at the expense of the street scene. {Her 417.27}

### **A2.1.10.2 Values to be protected {Her 417.27}**

The following features and characteristics have been identified as important to protect: {Her 417.27}

- a. The repetition within small groups of houses {Her 417.27}
- b. The visibility of small front gardens with low fences, walls or hedges {Her 417.27}
- c. The strong focus on verticality in design {Her 417.27}
- d. The focus on buildings facing the street and presenting attractive and welcoming façades {Her 417.27}



#### A2.1.10.3 Principal threats to values **{Her 417.27}**

- a. The demolition of existing scheduled heritage and character-contributing buildings **{Her 417.27}**
- b. Insufficient maintenance of buildings **{Her 417.27}**
- c. Development of new buildings and alterations to existing buildings that are unsympathetic to existing buildings **{Her 417.27}**
- d. The removal of original materials and features from scheduled heritage buildings and character-contributing buildings **{Her 417.27}**
- e. The use of inconsistent materials or styles in alterations to existing heritage and character buildings **{Her 417.27}**
- f. The loss of established trees and gardens **{Her 417.27}**
- g. The cumulative negative effects on heritage streetscape character of the incremental loss of heritage and character-contributing buildings through additions and alterations and demolition. **{Her 417.27}**

#### A2.1.10.4 Features and characteristics to be incorporated into design {Her 417.27}

<b>Features or characteristics {Her 417.27}</b>		<b>Suggested/Preferred {Her 417.27}</b>
<b>1. Height {Her 417.27}</b>		
<b>a. {Her 417.27}</b>	<u>New buildings should be consistent in height to immediate neighbours where these are scheduled heritage buildings or character-contributing buildings.</u> <b>{Her 417.27}</b>	<u>Suggested {Her 417.27}</u>
<b>2. Bulk and location {Her 417.27}</b>		
<b>a. {Her 417.27}</b>	<u>Houses should be orientated so that the front wall is parallel with the street.</u> <b>{Her 417.27}</b>	<u>Preferred {Her 417.27}</u>
<b>b. {Her 417.27}</b>	<u>Buildings at the front of the site should be built close to the road boundary, consistent with the adjacent scheduled heritage building or character-contributing buildings.</u> <b>{Her 417.27}</b>	<u>Preferred {Her 417.27}</u>
<b>3. Car parking {Her 417.27}</b>		
<b>a. {Her 417.27}</b>	<u>Where possible, parking areas should be located discreetly to the rear of dwelling units. Where they are located at the front of the site, they should be set back from the road frontage and where possible, incorporate fencing, walls, hedges or landscaping to reduce the negative amenity effects and visibility of vehicles.</u> <b>{Her 417.27}</b>	<u>Preferred {Her 417.27}</u>
<b>b. {Her 417.27}</b>	<u>Where garages or car ports are visible from the road front they should be integrated into the building. Garages are preferred over car ports.</u> <b>{Her 417.27}</b>	<u>Preferred {Her 417.27}</u>
<b>4. Design {Her 417.27}</b>		
<b>a. {Her 417.27}</b>	<u>New buildings should be sympathetic to existing scheduled heritage buildings or character-contributing buildings.</u> <b>{Her 417.27}</b>	<u>Preferred {Her 417.27}</u>

<b>Features or characteristics {Her 417.27}</b>		<b>Suggested/Preferred {Her 417.27}</b>
b. {Her 417.27}	<u>New buildings will generally draw important design cues from character-contributing buildings in the precinct, including scale, orientation, roof pitch, window alignment, materials and details, although these may be expressed in a simpler fashion than on historic buildings. {Her 417.27}</u>	<u>Suggested {Her 417.27}</u>
c. {Her 417.27}	<u>Larger buildings should use methods such as detailing, rhythm, division into bays and the use of a variety of materials etc. in order to reduce the perceived scale of buildings. {Her 417.27}</u>	<u>Suggested {Her 417.27}</u>
d. {Her 417.27}	<u>Road facing façades should clearly look like the front of a building. {Her 417.27}</u>	<u>Preferred {Her 417.27}</u>
e. {Her 417.27}	<u>Buildings should accentuate a vertical dimension. {Her 417.27}</u>	<u>Suggested {Her 417.27}</u>
f. {Her 417.27}	<u>Buildings should have a clear entrance way, visible from the street. This entrance should include some architectural detail and should not be a ranch slider. {Her 417.27}</u>	<u>Preferred {Her 417.27}</u>
g. {Her 417.27}	<u>Window placement and alignment should be a key component of the design of the building, accentuating the verticality of the building. {Her 417.27}</u>	<u>Preferred {Her 417.27}</u>
h. {Her 417.27}	<u>Roof pitch should be between 30° and 45°. Pitch may be lower where the roof is concealed behind a parapet. {Her 417.27}</u>	<u>Suggested {Her 417.27}</u>
i. {Her 417.27}	<u>Roofs should be gabled. At least one gable should face the road frontage, unless the building is a terraced house or cottage. {Her 417.27}</u>	<u>Preferred {Her 417.27}</u>
<b>5. Materials {Her 417.27}</b>		
a. {Her 417.27}	<u>Building façades should be clad in materials such as plaster, brick, concrete or weatherboards, which are visually consistent with the traditional materials of the precinct. {Her 417.27}</u>	<u>Preferred {Her 417.27}</u>
b. {Her 417.27}	<u>Unrendered brick and stone should remain unrendered on existing buildings. {Her 417.27}</u>	<u>Preferred {Her 417.27}</u>
<b>6. Fences and walls {Her 417.27}</b>		
a. {Her 417.27}	<u>Front fences should preferably be no higher than 1400mm on road frontages to protect views of buildings. Side fences should only go higher once they have passed the building setback. Fences higher than 1400mm should be visually impermeable. {Her 417.27}</u>	<u>Preferred {Her 417.27}</u>
b. {Her 417.27}	<u>Fences should be made from similar materials to those traditionally associated with scheduled heritage and character-contributing buildings in the area e.g. wrought iron, timber, brick or stone. Concrete block and basic pool fencing should be avoided. {Her 417.27}</u>	<u>Suggested {Her 417.27}</u>
<b>7. Colour {Her 417.27}</b>		

<b>Features or characteristics {Her 417.27}</b>		<b>Suggested/Preferred {Her 417.27}</b>
a. {Her 417.27}	Base colours for walls and roofs should be chosen from a palette of heritage or neutral colours. Bright colours should be avoided, although colour can be used effectively for highlighting details. {Her 417.27}	Suggested {Her 417.27}
b. {Her 417.27}	Unpainted brick and stone on existing buildings should remain unpainted. {Her 417.27}	Preferred {Her 417.27}
<b>8. Signs {Her 417.27}</b>		
a. {Her 417.27}	Signs are discreet and kept to a minimum. {Her 417.27}	Preferred {Her 417.27}
b. {Her 417.27}	Signs on buildings should not dominate façades or conceal windows or architectural features. {Her 417.27}	Preferred {Her 417.27}
<b>9. Other {Her 417.27}</b>		
a. {Her 417.27}	Building utilities should be located in a way that reduces visual clutter. Where located in areas visible to the public, they should be installed discreetly or screened from view. {Her 417.27}	Preferred {Her 417.27}

## **A2.2.1 George Street Commercial Heritage Precinct**

### **A2.2.1.1 Description of area**

George Street is Dunedin's main retail area and one of its most important heritage precincts. The area is home to the city's main retailers, banks, numerous offices, services, restaurants and cafes. Clusters of activities have emerged over time, related to retail patterns: cafes and restaurants closest to the University; comparison retail in the middle blocks, including three interconnected malls; and banking/service oriented businesses closer to the Octagon and the larger office blocks.

Overall, George Street remains a remarkably intact heritage precinct. Victorian and Edwardian architectural styles predominate. Throughout much of George Street and adjoining side streets, heritage buildings still dominate the streetscape and there is remarkable consistency in terms of scale, form, and rhythm within the street. Buildings are most commonly two storeys high with shop fronts at the ground floor, and vertically orientated, symmetrical windows in solid façades above. They tend to be narrow or divided into bays when wider. Brick and masonry are the most common construction materials. While some buildings have been stripped of their earlier architectural detail, most retain at least their basic original form and constitute an important fabric, even if they are not iconic individual buildings.

There are many buildings that do retain architectural detail, including cornices, pediments and balusters, the decorative nature of which demonstrates Dunedin's earlier wealth and imparts an important character to the area today. Though there are fewer buildings with original ground floor façades below verandah level, due to the long history of retail use in the area and constant changes of businesses, there do remain a large number of shop fronts from the pre-WW2 period, which add visual interest and character at street level.

While there are some conspicuous modern buildings, particularly on corners, the loss of historic buildings and façades has declined since precinct protections were first put in place. This situation has been helped by the fact that other common drivers for demolition or replacement have also been weaker: the demand for space along George Street and growth of the university has meant the area has been well-tenanted and buildings maintained to a better standard than in many other parts of the city. Modern buildings in the precinct tend to fall into two distinct styles: modernist buildings built between the 1960s-1980s that are much larger in scale than surrounding buildings and make little effort to blend into the precinct, boldly defining a non-heritage character; or postmodern buildings that have tried to replicate architectural features of surrounding buildings, particularly in terms of adding decorative features. These buildings vary in quality and the success of their insertion into the streetscape: some have dated badly and detract more than they contribute to the area. Alternatives to the interpretation of heritage features have been full replicas and façade only protection. This has been pursued in only a small number of cases, but has generally been more successful from a streetscape perspective than the interpretative approach, although it has still resulted in the loss of original heritage fabric.

New buildings in the precinct should be more consistent and sensitive in terms of scale, positioning, and style and aspire to a higher quality. This does not mean that new buildings need to replicate heritage buildings or features, *per se*, but should be of higher architectural value and insert more seamlessly into the streetscape by reflecting features of the surrounding heritage and character-contributing buildings that give the area its character. New buildings should use creative design to enhance the urban feel of the area and reflect the core values below without dominating the existing heritage architecture.

New buildings should also protect and enhance the environmental conditions of the precinct. The lower heights of the existing heritage buildings compared to other parts of the city, and the area's topography, have contributed to an attractive environment where there is good solar access, protection from prevailing winds, and views out to the hills surrounding Dunedin. Compared to other parts of the central city, there is a better microclimate in this area, being sunnier and more sheltered. New buildings and alterations should maintain this attractive environment and the positive human scale in the precinct, given the importance of these factors in making the area a people-friendly and successful commercial area.

#### A2.2.1.2 Values to be protected or enhanced

The following features and characteristics have been identified as important to protect or enhance:

- a. The remaining heritage and historic buildings in the area
- b. Lower building heights to maximise solar access and avoid creation of wind tunnels
- c. Buildings built to the front boundary
- d. Consistent building heights and scales
- e. The use of rhythm, modulation, and permanent materials in design
- f. A minimum of vehicle crossings
- g. A strong focus on pedestrian amenity at ground floor
- h. Remaining historic shop fronts

#### A2.2.1.3 Principal threats to values

- a. Further demolition of existing scheduled heritage and character-contributing buildings
- b. Emergence of gaps in the streetscape
- c. Development of new buildings and alterations to existing buildings that are unsympathetic to existing buildings or to the public space they surround
- d. The use of materials in new buildings or alterations to existing buildings that are inconsistent with those used in the area (e.g. aluminium windows in street façades)
- e. The removal of original materials and features from heritage and character-contributing buildings
- f. Removal of early character shop fronts and their replacement with inappropriate ground floor shop fronts
- g. Ground level off-street car parking visible within the streetscape
- h. Insufficient building maintenance
- i. Proliferation of signage and corporate colour schemes
- j. The cumulative negative effects on heritage streetscape character of the incremental loss of heritage and character-contributing buildings through additions and alterations and demolition. {Her 547.66}

#### A2.2.1.4 Features and characteristics to be incorporated into design

Features or characteristics		Suggested/Preferred
<b>1. {Her cl.16} Height</b>		
<b>a. {Her cl.16}</b>	New buildings should be consistent in height to <u>with</u> {Her cl.16} immediate neighbours where these are scheduled heritage or character-contributing buildings, unless these buildings are inconsistent with the typical heights in the precinct.	Preferred
<b>2. {Her cl.16} Bulk and location</b>		
<b>a. {Her cl.16}</b>	Building frontages should be constructed within 400 mm of the road boundary. Buildings should occupy the full width of the site.	Preferred
<b>3. {Her cl.16} Car parking</b>		
<b>a. {Her cl.16}</b>	Off street car parking is not visible from the road, <u>and is</u> {Her cl.16} either located behind or within the building.	Preferred
<b>b. {Her cl.16}</b>	Vehicle crossings should be kept to a minimum. Crossings built into buildings are more acceptable than those that mean the building does not occupy the full width of its site.	Preferred
<b>4. {Her cl.16} Design</b>		
<b>a. {Her cl.16}</b>	Buildings should reference the area's commercial/retail heritage and be sympathetic to surrounding heritage and character-contributing buildings.	Preferred
<b>b. {Her cl.16}</b>	New buildings will generally draw important design cues from Victorian and Edwardian heritage and character-contributing buildings in the precinct, including scale, orientation, roof pitches, window alignment, materials and details, although these may expressed in a simpler fashion than on historic buildings.	Preferred
<b>c. {Her cl.16}</b>	Façades should have a solid appearance.	Suggested
<b>d. {Her cl.16}</b>	Corner buildings should have architectural detail to all road frontages.	Preferred
<b>e. {Her cl.16}</b>	Façades should be visually subdivided and the composition (including windows) should emphasise a vertical dimension consistent with heritage and character-contributing buildings in the precinct.	Suggested
<b>f. {Her cl.16}</b>	Division of the façade should be consistent with floor levels of neighbouring heritage or character-contributing buildings wherever possible.	Suggested
<b>g. {Her cl.16}</b>	Buildings are typically narrow. Long façades should be broken into vertical bays.	Suggested

Features or characteristics		Suggested/Preferred
<u>h.</u> {Her cl.16}	Rooflines should be concealed behind parapets or other architectural features.	Suggested
<u>i.</u> {Her cl.16}	Ornament or detail should be included as an integral part of the design of the façade.	Suggested
<u>j.</u> {Her cl.16}	Window layout should be symmetrical and/or rhythmical.	Suggested
<u>k.</u> {Her cl.16}	Windows on long façades should be arranged in groups.	Suggested
<u>l.</u> {Her cl.16}	Windows should be largely transparent.	Preferred
<u>m.</u> {Her cl.16}	Verandahs should be continuous, except where installation of a verandah will compromise the architecture of a scheduled heritage building.	Preferred
<u>n.</u> {Her cl.16}	In existing scheduled heritage buildings, original ground floor apertures should be retained, limiting the amount of ground floor glazing.	Preferred
<u>o.</u> {Her cl.16}	In scheduled heritage and character-contributing buildings, historic shop front details such as glazing, lead-lighting and tiles should be retained.	Preferred
<u>p.</u> {Her cl.16}	Mirrored glass and heavy tinting should be avoided.	Suggested
<u>q.</u> {Her cl.16}	Car parking buildings should be designed with the same design criteria as other buildings above in mind, although they may replace glazing with other façade treatments. Cars should be only minimally visible from public places through the façade.	Preferred
<b>5. {Her cl.16} Materials</b>		
<u>a.</u> {Her cl.16}	Building façades should be clad in materials such as plaster, brick, stone or concrete which are visually consistent with the traditional materials of the precinct.	Suggested
<u>b.</u> {Her cl.16}	Buildings should avoid the use of single cladding materials and use a mix of materials or variations in their use to create shadow/depth and visual interest in the façade.	Suggested
<u>c.</u> {Her cl.16}	Unrendered brick, stone and concrete should remain unrendered on existing buildings except where this does not contribute to the character of the building.	Preferred



Features or characteristics		Suggested/Preferred
<b>6. {Her cl.16} Colour</b>		
<b>a. {Her cl.16}</b>	Base colours for walls and roofs should be chosen from a palette of heritage or neutral colours. Bright colours should be avoided, although colour can be used effectively for highlighting details.	Suggested
<b>b. {Her cl.16}</b>	Unpainted brick, stone, and concrete should remain unpainted on existing buildings except where this does not contribute to the character of the building.	Preferred
<b>c. {Her cl.16}</b>	Painted heritage signs on the side and rear of buildings should be retained and not removed or painted over.	Preferred
<b>7. {Her cl.16} Signs</b>		
<b>a. {Her cl.16}</b>	Signs should not dominate façades or conceal windows or architectural features.	Preferred
<b>8. {Her cl.16} Other</b>		
<b>a. {Her cl.16}</b>	Service areas and building utilities should not be located on façades, in order to reduce visual clutter. Where located at the side of buildings in areas visible to the public, they should be installed discreetly or screened from view.	Preferred
<b>b. {Her cl.16}</b>	Public spaces, including footpaths, should be kept free of unnecessary clutter and infrastructure to ensure maximum enjoyment of the public space, other than where the development contributes to improved vibrancy and public use of the area.	Preferred
<b>c. {Her cl.16}</b>	Street furniture is of high quality and sympathetic to the heritage values and character of the area. However, this does not mean it has to be Victorian replica in style.	Preferred
<b>d. {Her cl.16}</b>	Above ground network utilities should be avoided wherever possible. Where they cannot be avoided, they should be located sensitively and efforts undertaken to reduce the visual impact of the infrastructure, including paying particular attention to design and materials, or disguising the form through the incorporation of art, furniture or design elements.	Preferred

## **A2.2.2 The Octagon Commercial Heritage Precinct**

### **A2.2.2.1 Description of area**

The Octagon is Dunedin's pre-eminent civic and public open space. Laid out in the first street surveys a year before the first British settlers arrived in 1849, the Octagon remains a key focal point of the city, both geographically and culturally. The Octagon occupies an important physical axis where George Street, Princes Street and Stuart Street meet, around which the rest of the central city is shaped. Over the last decade the area has become an increasingly important entertainment destination, with the lower half of the Octagon occupied by many bars, cafes and restaurants spilling out onto the streets, and the western side of the Octagon housing a multiplex cinema, the Regent Theatre, and Dunedin Public Art Gallery. There is also access to the Dunedin Centre and Town Hall from the Octagon, connecting these spaces into the broader entertainment precinct. The open area of the Octagon makes it a hub for a wide range of special events and there is a high degree of informal use of the Octagon, particularly on sunny days. The place attracts a wide range of people, including workers taking a break, locals meeting others or relaxing, and tourists photographing buildings or orientating themselves on a tour of the city. In addition to these event and entertainment uses, the Octagon is also home to St Paul's Cathedral and the Dunedin City Council Municipal buildings, both busy sites of activity at specific times.

Such a diverse range of uses makes it a busy and sometimes contested and congested space. The continued transit of vehicles through and around the space, the location of bus stops on either side of the busy central carriageway on George and Princes Streets, and its use by tour buses and taxis, also add to this complex environment. There have been on-going and growing calls for changes to the way the area operates and the comparative importance given to motor vehicles and pedestrians within this space.

In terms of the form of buildings surrounding the Octagon, there is a great deal of variation. While there are impressive architectural heritage icons like St Paul's and the Municipal Chambers and well-preserved Victorian and Edwardian buildings like the Regent, former Hallensteins Building, and Bacchus building, there are also a number of less iconic buildings from the pre-war WW2 era. While these buildings still contribute to the character of the area, they do not stand out as the type of buildings that would typically occupy such an important civic space. There are also a number of large buildings constructed in the 1960s-1980s, when there was a strong focus on redevelopment - particularly on iconic corner sites. While these buildings vary in architectural merit, their height and scale in comparison to surrounding buildings means they dominate the area and they have also reduced the penetration of sunlight into the Octagon. More recent additions reflect a postmodern interpretation of the most appropriate architectural style within heritage precincts, and their architectural merit is similarly debated.

It is only by excluding monumental modernist additions that a greater sense of architectural cohesion can be defined, similar to adjoining areas of Lower Stuart Street and George Street - buildings of two to three storeys, typically symmetrical, stressing vertical elements, a differentiation of base, middle, and top, and built to the full width of the site. Central to the character is also the continued development of buildings to the front boundary of the site in order to enforce the octagonal form of the space. To both enhance the character of the Octagon, to protect the attractiveness of the environment (the penetration of sunlight, avoidance of wind issues etc), future development should reinforce a lower built form, rather than adding large amounts of additional height or replicating the experimentation with large office blocks overpowering what is not a large civic space. Future development should also defer in height to the Cathedral and Municipal Chambers tower in order to reinforce their architectural pre-eminence in the space. Views towards the Railway Station and the First Church spire should also be protected.

Any new buildings or alterations to existing buildings in the precinct should be more consistent with the scale, positioning, and style of the Octagon's historic buildings, given it is these buildings that continue to be favoured by the community. New buildings should also aspire to a higher quality than earlier additions. This does not mean that new buildings need to replicate heritage buildings or features, per se, but should be of high architectural value, creative, **{Her cl.16}** and insert more sensitively into the streetscape by reflecting the features of the surrounding heritage buildings that give the area its quality and character. New buildings should use creative design to enhance the urban feel of the area and reflect the core values below without attempting to dominate the existing heritage architecture in

terms of scale or design. Any new buildings or alterations should also respect the important heritage vistas through the precinct.

While the Octagon was substantially redeveloped in 1990-1991 it is envisaged that the public space will be redeveloped during the life of this Plan. Given the growing expectations of use of the area as a people space rather than a transit space, it could be expected that redevelopment of the space will enhance the safety of those using the area, pay increased attention to the human scale, and increase the attractiveness of the area as a place to spend time. Focus should also be directed to making the Octagon feel like an integrated whole again and on refocusing attention back towards the architectural merit of its key heritage buildings - the Municipal Chambers, St Paul's Cathedral and the Regent and Bacchus buildings.

#### A2.2.2.2 Values to be protected or enhanced

The following features and characteristics have been identified as important to protect or enhance:

- a. The remaining heritage and character-contributing buildings in the area
- b. Buildings built to the front boundary to reinforce the octagonal form of the Octagon
- c. Heights to maximise solar access
- d. The use of rhythm, modulation, and permanent materials in design
- e. A lack of vehicle crossings
- f. A strong focus on pedestrian amenity and outdoor dining at ground floor
- g. Design and activities to encourage use of the area as a public space

#### A2.2.2.3 Principal threats to values

- a. Demolition of remaining scheduled heritage and character-contributing buildings.
- b. Development of new buildings and alterations to existing buildings that are unsympathetic to existing buildings.
- c. The use of materials in new buildings or alterations to existing buildings that are inconsistent with those used in the area, particularly on the large-scale modernist buildings in the precinct.
- d. The development of new buildings that are taller than the Cathedral and reduce solar access in the Octagon.
- e. The removal of original materials and features from heritage and character-contributing buildings.
- f. The proliferation of signage and advertising for hospitality venues in the Octagon.
- g. The loss of the feeling of open space in the Octagon.
- h. The cumulative negative effects on heritage streetscape character of the incremental loss of heritage and character-contributing buildings through additions and alterations and demolition. {Her 547.66}

#### A2.2.2.4 Features and characteristics to be incorporated into design

Features or characteristics		Suggested/Preferred
<b>1. {Her cl.16} Height</b>		
<b>a. {Her cl.16}</b>	New buildings should be consistent in height to <u>with {Her cl.16}</u> immediate neighbours where these are scheduled heritage or character-contributing buildings, unless these buildings are inconsistent with the typical heights in the precinct.	Preferred
<b>b. {Her cl.16}</b>	Building heights should be planned to maximise solar access into the public space of the Octagon and avoid obscuring views through the Octagon to the Railway Station, St Paul's Cathedral and First Church.	Preferred

Features or characteristics		Suggested/Preferred
<u>c.</u> <b>{Her cl.16}</b>	Buildings should not exceed the height of St Paul's Cathedral and the Municipal Chamber tower.	Preferred
<b>2. {Her cl.16} Bulk and location</b>		
<u>a.</u> <b>{Her cl.16}</b>	Building frontages should be constructed within 400 mm of the road boundary. Buildings should occupy the full width of the site in order to reinforce the octagonal form of the space.	Preferred
<b>3. {Her cl.16} Car parking</b>		
<u>a.</u> <b>{Her cl.16}</b>	Off-street car parking is not visible from the road, either located behind or within the building.	Preferred
<u>b.</u> <b>{Her cl.16}</b>	There are no vehicle crossings onto the Octagon.	Preferred
<b>4. {Her cl.16} Design</b>		
<u>a.</u> <b>{Her cl.16}</b>	Buildings should reference the area's commercial/retail heritage and be sympathetic to surrounding heritage and character-contributing buildings.	Preferred
<u>b.</u> <b>{Her cl.16}</b>	New buildings will generally draw important design cues from Victorian and Edwardian heritage and character-contributing buildings in the precinct, including scale, orientation, roof pitches, window alignment, materials and details, although these may expressed in a simpler fashion than on historic buildings.	Preferred
<u>c.</u> <b>{Her cl.16}</b>	Façades should have a solid appearance.	Suggested
<u>d.</u> <b>{Her cl.16}</b>	Corner buildings should have architectural detail to all road frontages.	Preferred
<u>e.</u> <b>{Her cl.16}</b>	Façades should be visually subdivided and the composition (including windows) should emphasise a vertical dimension consistent with heritage and character-contributing buildings in the precinct.	Suggested
<u>f.</u> <b>{Her cl.16}</b>	Division of the façade should be consistent with floor levels of neighbouring heritage or character-contributing buildings wherever possible.	Suggested
<u>g.</u> <b>{Her cl.16}</b>	Long façades should be broken into vertical bays.	Suggested
<u>h.</u> <b>{Her cl.16}</b>	Rooflines should be concealed behind parapets or other architectural features.	Suggested

Features or characteristics		Suggested/Preferred
i. {Her cl.16}	Ornament or detail should be included as an integral part of the design of the façade.	Suggested
j. {Her cl.16}	Window layout should be symmetrical and/or rhythmical.	Suggested
k. {Her cl.16}	Windows on long façades should be arranged in groups.	Suggested
l. {Her cl.16}	Windows should be largely transparent.	Preferred
m. {Her cl.16}	Verandahs should be continuous, except where installation of a verandah will compromise the architecture of a scheduled heritage building.	Preferred
n. {Her cl.16}	In existing scheduled heritage buildings, original ground floor apertures should be retained, limiting the amount of ground floor glazing.	Preferred
o. {Her cl.16}	In scheduled heritage and character-contributing buildings, historic shop front details such as glazing, lead-lighting and tiles should be retained.	Preferred
p. {Her cl.16}	Mirrored glass and heavy tinting should be avoided.	Suggested
q. {Her cl.16}	Car parking buildings should be designed with the same design criteria as other buildings above in mind, although they may replace glazing with other façade treatments. Cars should be only minimally visible from public places through the façade.	Preferred
<b>5. {Her cl.16} Materials</b>		
a. {Her cl.16}	Building façades should be clad in materials such as plaster, brick, stone or concrete which are visually consistent with the traditional materials of the precinct.	Suggested
b. {Her cl.16}	Buildings should avoid the use of single cladding materials and use a mix of materials or variations in their use to create shadow/depth and visual interest in the façade.	Suggested
c. {Her cl.16}	Unrendered brick, stone and concrete should remain unrendered on existing buildings except where this does not contribute to the character of the building.	Preferred
<b>6. {Her cl.16} Colour</b>		
a. {Her cl.16}	Base colours for walls and roofs should be chosen from a palette of heritage or neutral colours. Bright colours should be avoided, although colour can be used effectively for highlighting details.	Suggested

Features or characteristics		Suggested/Preferred
<u>b.</u> <b>{Her cl.16}</b>	Unpainted brick, stone, and concrete should remain unpainted on existing buildings except where this does not contribute to the character of the building.	Preferred
<u>c.</u> <b>{Her cl.16}</b>	Painted heritage signs on the side and rear of buildings should be retained and not removed or painted over.	Preferred
<b>7. {Her cl.16} Signs</b>		
<u>a.</u> <b>{Her cl.16}</b>	Signs should not dominate façades or conceal windows or architectural features.	Preferred
<u>b.</u> <b>{Her cl.16}</b>	Freestanding signs within the Octagon should be kept to a minimum to avoid clutter of the public space.	Preferred
<u>c.</u> <b>{Her cl.16}</b>	Signs (other than small information and direction signs) should be avoided on the Municipal Chambers, St Paul's Cathedral and Regent Theatre buildings. Preference should be given to small stand-alone signs for these buildings to avoid negative effects on the architecture of the building.	Preferred
<b>8. {Her cl.16} Other</b>		
<u>a.</u> <b>{Her cl.16}</b>	Service areas and building utilities should not be located on façades, in order to reduce visual clutter. Where located at the side of buildings in areas visible to the public, they should be installed discreetly or screened from view.	Preferred
<u>b.</u> <b>{Her cl.16}</b>	Public spaces, including footpaths, should be kept free of unnecessary clutter and infrastructure to ensure maximum enjoyment of the public space, other than where the development contributes to improved vibrancy and public use of the area.	Preferred
<u>c.</u> <b>{Her cl.16}</b>	Street furniture is of high quality and sympathetic to the heritage values and character of the area. However, this does not mean it has to be Victorian replica in style.	Preferred
<u>d.</u> <b>{Her cl.16}</b>	Above ground network utilities should be avoided wherever possible. Where they cannot be avoided, they should be located sensitively and efforts undertaken to reduce the visual impact of the infrastructure, including paying particular attention to design and materials, or disguising the form through the incorporation of art, furniture or design elements.	Preferred



## **A2.2.3 Stuart Street Commercial Heritage Precinct**

### **A2.2.3.1 Description of Area**

The Stuart Street Commercial Heritage Precinct encompasses the area between the Octagon and the Railway Station, including Lower Stuart Street, parts of Moray Place, Cumberland Street, Castle Street, Dunbar Street and Anzac Square.

The area retains a very strong heritage character, anchored by the large number of heritage buildings and important vistas down Stuart Street to the Railway Station and beyond to the Peninsula, and up Stuart Street to the Octagon with St Paul's Cathedral and the tower of the Municipal Chambers visible above the trees. The area is an important pedestrian link between the Octagon and Railway Station and is heavily frequented by visitors to Dunedin.

The area is notable for the very small number of modern buildings. The architectural styles of the area's older buildings are varied, with buildings from the Victorian, Edwardian, and inter-war periods all represented. Notwithstanding this diversity, there is a great sense of cohesion in the streetscape, reinforced by consistency in terms of bulk and location, materials, the quality of architecture, and the lack of gaps resulting from demolition. There is a common attention to detail in many of the façades through the use of mouldings, fenestration, and materials, creating substantial architectural interest above verandah height.

At street level, although there has been a change over time to modern shop fronts, there are a higher proportion that retain early leadlight glazing, entranceway tiling, and historical architectural details in this precinct than elsewhere, something which adds further character to the street. In the lower part of the precinct the buildings become more monumental, with a number of significant municipal and governmental buildings in the form of the Railway Station, Law Courts, former prison and police station, in addition to the large ODT/Evening Star complex. Overall, the area presents a strong commercial heritage architectural character.

The relatively enclosed nature of Lower Stuart Street contrasts with the more open character of Anzac Square and the area around the Railway Station. This openness affords opportunities to view the Railway Station unencumbered by other buildings. Unfortunately, the channelling of State Highway One in front of the Railway Station along Castle Street fragments Anzac Square, and inhibits opportunities to improve the area as a people-orientated space. The one-way system also creates severance mid-way through the precinct at Cumberland Street, creating a barrier to improved pedestrian and cycle flows and undermining the quality of the pedestrian experience between the Railway Station and Octagon.

The precinct is home to a wide range of activities, from the industrial activity of **{Ind cl.16}** newspaper production to judicial activities and commercial office activity. The shops in the area have gradually become more specialised, and there is an increasing number of bars, cafes and restaurants, particularly in the blocks closest to the Octagon where there is a strong entertainment hub.

The small number of more modern buildings in the precinct do not share the style or form of earlier heritage and character-contributing buildings. The design of these buildings has also typically paid less attention to detailing and the relationship of the ground floor to the pedestrian environment. Because these buildings are few in number and clustered together, they do not detract too strongly from the character of the precinct.

New buildings or alterations in the precinct should be more consistent in terms of scale, positioning, and style and aspire to a higher quality. This does not mean that new buildings need to replicate heritage buildings or features, per se. However, they should be of high architectural value, creative, and insert more seamlessly into the streetscape by reflecting features of the surrounding heritage buildings that give the area its quality and character. New buildings should use creative design to enhance the urban feel of the area and reflect the core values detailed below without attempting to dominate the existing heritage architecture, which should remain the key defining characteristic of the area. Any new buildings or alterations should also respect the important heritage vistas through the precinct towards the Railway Station and St Paul's cathedral.



#### A2.2.3.2 Values to be protected or enhanced

The following features and characteristics have been identified as important to protect or enhance:

- a. Protect
  - i. The large number of scheduled heritage and character-contributing buildings in the area
  - ii. A dense concentration of buildings creating a strong urban feel
  - iii. The use of rhythm, modulation, and permanent materials in design
  - iv. The views through the Precinct to the Railway Station and the Octagon/St Paul's Cathedral
  - v. The cluster of monumental, civic buildings at the lower end of the precinct.
- b. Enhance
  - i. Restoration and re-use of existing buildings
  - ii. The quality of the pedestrian environment

#### A2.2.3.3 Principal threats to values

- a. Demolition of existing scheduled heritage and character-contributing buildings
- b. Development of new buildings and alterations to existing buildings that are unsympathetic to existing buildings
- c. The use of materials in new buildings or alterations to existing buildings that are inconsistent with those used in the area
- d. The removal of original materials and features from heritage and character-contributing buildings
- e. Further intensification of the state highway network and condition of one-way system
- f. The cumulative negative effects on heritage streetscape character of the incremental loss of heritage and character-contributing buildings through additions and alterations and demolition. {Her 547.66}

#### A2.2.3.4 Features and characteristics to be incorporated into design

Features or characteristics		Suggested/Preferred
<b>1. {Her cl.16} Height</b>		
<b>a. {Her cl.16}</b>	New buildings should be consistent in height to <u>with {Her cl.16}</u> immediate neighbours where these are scheduled heritage or character-contributing buildings, unless these buildings are inconsistent with the typical heights in the precinct.	Preferred
<b>2. {Her cl.16} Bulk and location</b>		
<b>a. {Her cl.16}</b>	Building frontages should be constructed within 400 mm of the road boundary. Buildings should occupy the full width of the site.	Preferred
<b>3. {Her cl.16} Car parking</b>		
<b>a. {Her cl.16}</b>	Off street car parking is not visible from the road, either located behind or within the building.	Preferred
<b>b. {Her cl.16}</b>	Vehicle crossings should be kept to a minimum. Crossings built into buildings are more acceptable than those that mean the building does not occupy the full width of its site.	Preferred
<b>4. {Her cl.16} Design</b>		

Features or characteristics		Suggested/Preferred
<u>a.</u> {Her cl.16}	Buildings should reference the area's commercial/retail heritage and be sympathetic to surrounding heritage and character-contributing buildings.	Preferred
<u>b.</u> {Her cl.16}	New buildings will generally draw important design cues from Victorian, Edwardian or inter-war heritage and character-contributing buildings in the precinct, including scale, orientation, roof pitches, window alignment, materials and details, although these may expressed in a simpler fashion than on historic buildings.	Preferred
<u>c.</u> {Her cl.16}	Façades should have a solid appearance.	Preferred
<u>d.</u> {Her cl.16}	Corner buildings should have architectural detail to all road frontages.	Preferred
<u>e.</u> {Her cl.16}	Façades should be visually subdivided and the composition (including windows) should emphasise a vertical dimension consistent with heritage and character-contributing buildings in the precinct.	Suggested
<u>f.</u> {Her cl.16}	Division of the façade should be consistent with floor levels of neighbouring heritage or character-contributing buildings wherever possible.	Suggested
<u>g.</u> {Her cl.16}	Long façades should be broken into vertical bays.	Suggested
<u>h.</u> {Her cl.16}	Rooflines should be concealed behind parapets or other architectural features.	Suggested
<u>i.</u> {Her cl.16}	Ornament or detail should be included as an integral part of the design of the façade.	Suggested
<u>j.</u> {Her cl.16}	Window layout should be symmetrical and/or rhythmical.	Suggested
<u>k.</u> {Her cl.16}	Windows on long façades should be arranged in groups.	Preferred
<u>l.</u> {Her cl.16}	Windows should be largely transparent.	Preferred
<u>m.</u> {Her cl.16}	Verandahs should be continuous, except where installation of a verandah will compromise the architecture of a scheduled heritage building.	Suggested

Features or characteristics		Suggested/Preferred
<u>n.</u> <b>{Her cl.16}</b>	In existing scheduled heritage buildings, original ground floor apertures should be retained, limiting the amount of ground floor glazing.	Preferred
<u>o.</u> <b>{Her cl.16}</b>	In scheduled heritage and character-contributing buildings, historic shop front details such as glazing, lead-lighting and tiles should be retained.	Preferred
<u>p.</u> <b>{Her cl.16}</b>	Entrances should be well defined.	Preferred
<u>q.</u> <b>{Her cl.16}</b>	Mirrored glass and heavy tinting should be avoided.	Suggested
<u>r.</u> <b>{Her cl.16}</b>	Car parking buildings should be designed with the same design criteria as other buildings above in mind, although they may replace glazing with other façade treatments. Cars should be only minimally visible from public places through the façade.	Preferred
<b>5. {Her cl.16} Materials</b>		
<u>a.</u> <b>{Her cl.16}</b>	Building façades should be clad in materials such as plaster, brick, stone or concrete, which are visually consistent with the traditional materials of the precinct.	Suggested
<u>b.</u> <b>{Her cl.16}</b>	Buildings should avoid the use of single cladding materials and use a mix of materials or variations in their use to create shadow/depth and visual interest in the façade.	Suggested
<u>c.</u> <b>{Her cl.16}</b>	Unrendered brick, stone and concrete should remain unrendered on existing buildings except where this does not contribute to the character of the building.	Preferred
<b>6. {Her cl.16} Colour</b>		
<u>a.</u> <b>{Her cl.16}</b>	Base colours for walls and roofs should be chosen from a palette of heritage or neutral colours. Bright colours should be avoided, although colour can be used effectively for highlighting details.	Suggested
<u>b.</u> <b>{Her cl.16}</b>	Unpainted brick, stone, and concrete should remain unpainted on existing buildings except where this does not contribute to the character of the building.	Preferred
<u>c.</u> <b>{Her cl.16}</b>	Painted heritage signs on the side and rear of buildings should be retained and not removed or painted over.	Preferred
<b>7. {Her cl.16} Signs</b>		
<u>a.</u> <b>{Her cl.16}</b>	Signs should not dominate façades or conceal windows or architectural features.	Preferred

Features or characteristics		Suggested/Preferred
<u>b.</u> <b>{Her cl.16}</b>	Signs (other than small information and direction signs) should be avoided on the Dunedin Prison, Railway Station, and Law Courts buildings. Preference should be given to stand-alone signs for these buildings to avoid negative effects on the architecture of the building.	Preferred
<b>8. {Her cl.16} Other</b>		
<u>a.</u> <b>{Her cl.16}</b>	Service areas and building utilities should not be located on façades, in order to reduce visual clutter. Where located at the side of buildings in areas visible to the public, they should be installed discreetly or screened from view.	Preferred
<u>b.</u> <b>{Her cl.16}</b>	Public spaces, including footpaths, should be kept free of unnecessary clutter and infrastructure to ensure maximum enjoyment of the public space, other than where the development contributes to improved vibrancy and public use of the area.	Preferred
<u>c.</u> <b>{Her cl.16}</b>	Street furniture is of high quality and sympathetic to the heritage values and character of the area. However, this does not mean it has to be Victorian replica in style.	Preferred
<u>d.</u> <b>{Her cl.16}</b>	Above ground network utilities should be avoided wherever possible. Where they cannot be avoided, they should be located sensitively and efforts undertaken to reduce the visual impact of the infrastructure, including paying particular attention to design and materials, or disguising the form through the incorporation of art, furniture or design elements.	Preferred
<u>e.</u> <b>{Her cl.16}</b>	Visual connections between the Octagon and Railway Station should be unimpeded.	Preferred
<u>f.</u> <b>{Her cl.16}</b>	The curtilage in front of Railway Station, Law Courts and former Dunedin Prison is kept free of unnecessary clutter/structures to ensure that the architectural detail of these buildings is not obstructed.	Preferred

## **A2.2.4 Moray Place - Dowling Street Commercial Heritage Precinct**

### **A2.2.4.1 Description of area**

The Moray Place - Dowling Street Commercial Heritage Precinct is comprised of Moray Place south of Stuart Street and adjoining areas of Dowling Street and Burlington Street. It adjoins the Princes Street - Exchange Commercial Heritage Precinct and The Octagon Commercial Heritage Precinct.

The area is dominated by large, monumental, high quality heritage buildings, demonstrating architectural styles popular from the late 1800s through to the 1920s. These reflect the area's early history as a commercial hub for the city. Although the retail and office role of the area has declined over time, many of the buildings are being repurposed and attracting new uses to the area, including a growing amount of residential activity. There is an emerging arts hub in the area with many of the city's galleries located in and around Moray Place and Dowling Street. Unfortunately, much of the area was omitted from the streetscape upgrade in the 1990s, although this does not appear to have affected the current investment in building re-use or the quality of businesses that have chosen to locate in the area.

The buildings in this part of the city tend to be taller than in other parts of the central city, similar to the adjoining Princes Street - Exchange Commercial Heritage Precinct, typically between three and five storeys high, excluding basements. Buildings tend to be constructed of solid, permanent materials like stone, brick and masonry, with a strong emphasis on architectural detail and expression. Many heritage buildings retain original ground floor fenestration or highly detailed historic retail shop fronts (particularly from the 1920s and 1930s) and have not been altered or modernised to the same degree as their counterparts on George or Princes Streets. These give a unique quality to the streetscape and contribute to the attractive pedestrian environment. There are fewer verandahs in the area than elsewhere in the central city, which provides more opportunities to appreciate the architectural quality of the buildings, but also means there is less protection from the elements for pedestrians. Also important are the number of interesting alleys and spaces created to the sides and rear of buildings, which offer opportunities for urban renewal and improved connectivity between this and other precincts.

First Church provides a strong focal point within the precinct. The open grounds assist to emphasise the verticality and quality architecture of the building. The grounds and established vegetation add important green space to the central city, offering respite from the dense urban environment around it. The exposed rock and narrowness of Burlington Street is reinforced by buildings like Burns Hall, Garrison Hall, and the Commerce building. These features combine to create a sense of enclosure which is important to retain, and could be further reinstated with construction on the vacant site at the foot of Bell Hill.

In the lower part of the precinct there are important views into Queens Gardens and down the long, straight roads towards South Dunedin, the harbour and peninsula. The topography at Dowling and Burlington Streets provides for elevated views out from the precinct and interesting architectural responses to the changes in elevation.

There are a small number of more modern buildings in the precinct dating from the 1960s/1970s. Unfortunately, these are not all of a high architectural quality or built in a style that is sensitive to the surrounding character. Often these buildings have deviated from the otherwise consistent building line, added substantial height or contrasting materials, and interrupted the rhythm of the streetscape. These buildings have also typically paid less attention to detailing and the relationship of their ground floor to the pedestrian environment.

New buildings in the precinct should be consistent with the Victorian and Edwardian buildings in terms of scale, positioning, and style and aspire to a high quality. This does not mean that new buildings need to replicate heritage buildings or features per se, but should be of high architectural value, creative, and insert seamlessly in the streetscape by reflecting features of the surrounding heritage buildings that give the area its quality and character. New buildings should use creative design to enhance the urban feel of the area and reflect the core values below without attempting to dominate the existing heritage architecture, which should remain the key defining characteristic of the area.

#### A2.2.4.2 Values to be protected or enhanced

The following features and characteristics have been identified as important to protect or enhance:

- a. Protect
  - i. The large number of scheduled heritage and character-contributing buildings in the area
  - ii. A dense concentration of buildings creating a strong urban feel
  - iii. The use of rhythm, modulation, and permanent materials in design
  - iv. Original ground floor fenestration and historic shopfronts
  - v. Alleyways
- b. Enhance
  - i. Consistent building lines with buildings built to the front boundary
  - ii. More consistency in building height and scale
  - iii. A stronger focus on pedestrian amenity at ground floor
  - iv. Re-building in gaps in the streetscape, particularly those created by the demolition of the former Otago Daily Times buildings and others along the former alignment of High Street

#### A2.2.4.3 Principal threats to values

- a. Further demolition of existing scheduled heritage and character-contributing buildings
- b. Development of new buildings and alterations to existing buildings that are unsympathetic to existing buildings
- c. The use of materials in new buildings or alterations to existing buildings that are inconsistent with those used in the area
- d. The development of new buildings that are taller than First Church or the loss of the green space around the church grounds
- e. The removal of original materials and features from heritage and character-contributing buildings, including modern buildings where these materials were chosen to be consistent with the character of the area
- f. At-grade off-street car parking visible within the streetscape
- g. Gaps in the streetscape
- h. The cumulative negative effects on heritage streetscape character of the incremental loss of heritage and character-contributing buildings through additions and alterations and demolition. {Her 547.66}

#### A2.2.4.4 Features and characteristics to be incorporated into design

Features or characteristics		Suggested/Preferred
<b>1. {Her cl.16} Height</b>		
<b>a. {Her cl.16}</b>	New buildings should be consistent in height to <u>with {Her cl.16}</u> immediate neighbours where these are scheduled heritage or character-contributing buildings, unless these buildings are inconsistent with the typical heights in the precinct.	Preferred
<b>2. {Her cl.16} Bulk and location</b>		
<b>a. {Her cl.16}</b>	Building frontages should be constructed within 400 mm of the road boundary. Buildings should occupy the full width of the site.	Preferred
<b>3. {Her cl.16} Car parking</b>		

Features or characteristics		Suggested/Preferred
<u>a.</u> <b>{Her cl.16}</b>	Off-street car parking is not visible from the road, either located behind or within the building.	Preferred
<u>b.</u> <b>{Her cl.16}</b>	Vehicle crossings should be kept to a minimum. Crossings built into buildings are more acceptable than those that mean the building does not occupy the full width of its site.	Preferred
<b>4. {Her cl.16} Design</b>		
<u>a.</u> <b>{Her cl.16}</b>	Buildings should reference the area's commercial heritage and be sensitive to surrounding heritage and character-contributing buildings which are characterised by their quality, substantial and monumental design.	Preferred
<u>b.</u> <b>{Her cl.16}</b>	New buildings will generally draw important design cues from Victorian and Edwardian heritage and character-contributing buildings in the precinct, including scale, orientation, roof pitches, window alignment, materials and details, although these may expressed in a simpler fashion than on historic buildings.	Preferred
<u>c.</u> <b>{Her cl.16}</b>	Façades should have a solid appearance.	Suggested
<u>d.</u> <b>{Her cl.16}</b>	Corner buildings should have architectural detail to all road frontages.	Preferred
<u>e.</u> <b>{Her cl.16}</b>	Façades should be visually subdivided (base, middle and top), and the composition (including windows) should emphasise a vertical dimension consistent with heritage and character-contributing buildings in the precinct.	Suggested
<u>f.</u> <b>{Her cl.16}</b>	Division of the façade should be consistent with floor levels of neighbouring heritage or character-contributing buildings wherever possible.	Suggested
<u>g.</u> <b>{Her cl.16}</b>	Rooflines should be concealed behind parapets or other architectural features.	Suggested
<u>h.</u> <b>{Her cl.16}</b>	Ornament or detail should be included as an integral part of the design of the façade.	Suggested
<u>i.</u> <b>{Her cl.16}</b>	Window layout should be symmetrical and/or rhythmical.	Suggested
<u>j.</u> <b>{Her cl.16}</b>	Windows on long façades should be arranged in groups.	Suggested
<u>k.</u> <b>{Her cl.16}</b>	Windows should be largely transparent.	Preferred



Features or characteristics		Suggested/Preferred
<u>l.</u> <b>{Her cl.16}</b>	Verandahs should be continuous, except where installation of a verandah will compromise the architecture of a scheduled heritage building.	Suggested
<u>m.</u> <b>{Her cl.16}</b>	In existing scheduled heritage buildings, original ground floor apertures should be retained, limiting the amount of ground floor glazing.	Preferred
<u>n.</u> <b>{Her cl.16}</b>	In scheduled heritage and character-contributing buildings, historic shop front details such as glazing, lead-lighting and tiles should be retained.	Preferred
<u>o.</u> <b>{Her cl.16}</b>	Entrances should be well defined.	Preferred
<u>p.</u> <b>{Her cl.16}</b>	Mirrored glass and heavy tinting should be avoided.	Suggested
<u>q.</u> <b>{Her cl.16}</b>	Car parking buildings should be designed with the same design criteria as other buildings above in mind, although they may replace glazing with other façade treatments. Cars should be only minimally visible from public places through the façade.	Preferred
<b>5. {Her cl.16} Materials</b>		
<u>a.</u> <b>{Her cl.16}</b>	Building façades should be clad in permanent, robust materials such as plaster, brick, stone or concrete, which are visually consistent with the traditional materials of the precinct.	Suggested
<u>b.</u> <b>{Her cl.16}</b>	Buildings should avoid the use of single cladding materials and use a mix of materials or variations in their use to create shadow/depth and visual interest in the façade.	Suggested
<u>c.</u> <b>{Her cl.16}</b>	Unrendered brick, stone and concrete should remain unrendered on existing buildings except where this does not contribute to the character of the building.	Preferred
<b>6. {Her cl.16} Colour</b>		
<u>a.</u> <b>{Her cl.16}</b>	Base colours for walls and roofs should be chosen from a palette of heritage or neutral colours. Bright colours should be avoided, although colour can be used effectively for highlighting details.	Suggested
<u>b.</u> <b>{Her cl.16}</b>	Unpainted brick, stone, and concrete should remain unpainted on existing buildings except where this does not contribute to the character of the building.	Preferred
<u>c.</u> <b>{Her cl.16}</b>	Painted heritage signs on the side and rear of buildings should be retained and not removed or painted over.	Preferred
<b>7. {Her cl.16} Signs</b>		

Features or characteristics		Suggested/Preferred
<u>a.</u> <b>{Her cl.16}</b>	Signs should not dominate façades or conceal windows or architectural features.	Preferred
<b>8. {Her cl.16} Other</b>		
<u>a.</u> <b>{Her cl.16}</b>	Service areas and building utilities should not be located on façades, in order to reduce visual clutter. Where located at the side of buildings in areas visible to the public, they should be installed discreetly or screened from view.	Preferred
<u>b.</u> <b>{Her cl.16}</b>	Public spaces, including footpaths, should be kept free of unnecessary clutter and infrastructure to ensure maximum enjoyment of the public space, other than where the development contributes to improved vibrancy and public use of the area.	Preferred
<u>c.</u> <b>{Her cl.16}</b>	Street furniture is of high quality and sympathetic to the heritage values and character of the area. However, this does not mean it has to be Victorian replica in style.	Preferred
<u>d.</u> <b>{Her cl.16}</b>	Above ground network utilities should be avoided wherever possible. Where they cannot be avoided, they should be located sensitively and efforts undertaken to reduce the visual impact of the infrastructure, including paying particular attention to design and materials, or disguising the form through the incorporation of art, furniture or design elements.	Preferred

## **A2.2.5 Princes Street - Exchange Commercial Heritage Precinct**

### **A2.2.5.1 Description of area**

The Princes Street - Exchange Commercial Heritage Precinct is comprised of Princes Street south of Moray Place to the five way intersection at Jetty/Princes/Stafford/Manse Street. It includes the Exchange and adjoining areas of Stafford and High Streets.

The Toitū tauraka waka, now located under the Exchange Plaza, was one of several Kāi Tahu landing places in the Otago harbour at the time of colonial settlement of the Otago region. Situated beside the Toitū creek as it emptied into the harbour, the tauraka waka site provided a softly sloped beach for landing waka, a good point of entry to the surrounding bush and mahika kai, as well as access to fresh water. {Her 1071.111}

The area is dominated by many of the city's largest and tallest office buildings and most of its major hotels. These large buildings represent key periods of the city's development and give the area a more diverse range of architectural styles than other parts of the central city. The area is home to buildings from almost every decade of the twentieth century and there are prominent examples from the Victorian, Inter-war, Modern, and post-Modern periods, which contribute to the character of the area. Unfortunately, not all of this past architectural innovation in the area has been positive. While there are some good examples of architectural styles, not all buildings are of high architectural value. Nor have they all contributed positively to the surrounding area.

The desire to make a contemporary design statement and promote "regeneration" has, in the past, seen too much focus on the individual site and building and too little reference to the surrounding area, local characteristics or environmental factors. Characteristics like height, materials and layout have exacerbated issues such as shadowing, wind funnelling, a lack of active frontage and passive surveillance, and the creation of awkward spaces that have undermined the attractiveness of the area as a people space. Some of the area's better modern architecture has also been negatively impacted by later alterations which have undermined the original design qualities without improving the overall contribution to the character of the wider area.

The heritage and character-contributing buildings in the area are similarly mixed in terms of style, scale, quality, condition and authenticity. They range from small two storeyed shops with modified façades to significant, monumental heritage buildings that still demonstrate the early wealth of the city and this area's role as its commercial hub. Unfortunately, this area has also experienced the greatest loss of its early architecture (including the building the Exchange area was named after), both to facilitate the redevelopment discussed above and, increasingly, to provide open-air car parks which have symbolised the area's declining fortunes. The number of gaps in the streetscape has grown over time, particularly in side streets off Princes Street. This has led to a reduction of the size of the earlier townscape precinct.

On the positive side, in recent years there have been some of the city's most impressive and innovative re-use and restoration efforts in the area. Buildings like the former National Bank, Bank of New Zealand, Standard building, Bing Harris/Clarion buildings, and former Chief Post Office have demonstrated the potential for the area's heritage buildings as contemporary work spaces and as promoters of physical and economic urban regeneration. There are positive signs of a growing regeneration in the area, assisted by high-profile heritage re-use and restoration projects and growing revitalisation in the neighbouring Warehouse Industrial Commercial Heritage Precinct.

The above factors mean that the area is less consistent in terms of design and physical form than other parts of the city. Buildings range from 1 to 14 storeys and are constructed from a range of different materials from brick and masonry, concrete and stone, to glass curtain wall construction. Styles are eclectic, with varying setbacks and building form.

While the area is more mixed than many other heritage precincts, the guidelines draw most strongly on the character of the heritage (Victorian and Edwardian) buildings in the area. This is due to the quality of these buildings and the fact that these buildings have a style, scale and character that is most highly appreciated by the city's residents. New

development should seek to positively transform the precinct, increase legibility, contribute to regeneration, encourage visitation, and respect the area's history. This is not to say that new buildings should slavishly replicate heritage buildings. However, they should be of high architectural value, creative, and insert more seamlessly into the streetscape by reflecting features of the surrounding heritage buildings, to restore and enhance the area's character into the future.

#### A2.2.5.2 Values to be protected or enhanced

The following features and characteristics have been identified as important to protect or enhance:

- a. Protect:
  - i. The large number of scheduled heritage and character-contributing buildings in the area
  - ii. A dense concentration of buildings creating a strong urban feel
  - iii. The use of rhythm, modulation, and permanent materials in design
  - iv. A lack of vehicle crossings
  - v. Kāi Tahu values {Her 1017.112}
- b. Enhance:
  - i. Consistent building lines with buildings built to the front boundary
  - ii. More consistent building heights and scale
  - iii. A stronger focus on pedestrian amenity at ground floor
  - iv. Recognition of Kāi Tahu values through collaboration with Kāi Tahu in the design of public spaces, including planting, use of Kāi Tahu place names, public art works, and interpretive material. {Her 1071.113}

#### A2.2.5.3 Principal threats to values

- a. Further demolition of existing scheduled heritage and character-contributing buildings
- b. Low levels of maintenance and investment
- c. Development of new buildings and alterations to existing buildings that are unsympathetic to existing buildings
- d. The use of materials in new buildings or alterations to existing buildings that are inconsistent with those used in the area
- e. The removal of original materials and features from heritage and character-contributing buildings, including modern buildings, where these materials were chosen to be consistent with the character of the area
- f. Off-street car parking visible within the streetscape
- g. Gaps in the streetscape
- h. The cumulative negative effects on heritage streetscape character of the incremental loss of heritage and character-contributing buildings through additions and alterations and demolition. {Her 547.66}

#### A2.2.5.4 Features and characteristics to be incorporated into design

Features or characteristics		Suggested/Preferred
<b>1. {Her cl.16} Height</b>		
<b>a. {Her cl.16}</b>	New buildings should be consistent in height to with {Her cl.16} immediate neighbours where these are scheduled heritage or character-contributing buildings, unless these buildings are inconsistent with the typical heights in the precinct.	Preferred
<b>2. {Her cl.16} Bulk and location</b>		
<b>a. {Her cl.16}</b>	Building frontages should be constructed within 400 mm of the road boundary. Buildings should occupy the full width of the site.	Preferred
<b>3. {Her cl.16} Car parking</b>		
<b>a. {Her cl.16}</b>	Off-street car parking is not visible from the road, either located behind or within the building.	Preferred
<b>b. {Her cl.16}</b>	Vehicle crossings should be kept to a minimum. Crossings built into buildings are more acceptable than those that mean the building does not occupy the full width of its site.	Preferred
<b>4. {Her cl.16} Design</b>		
<b>a. {Her cl.16}</b>	Buildings should reference the area's commercial heritage and be sensitive to surrounding heritage and character-contributing buildings which are characterised by their quality, substantial and monumental design.	Preferred
<b>b. {Her cl.16}</b>	New buildings will generally draw important design cues from Victorian and Edwardian heritage and character-contributing buildings in the precinct, including scale, orientation, roof pitches, window alignment, materials and details, although these may expressed in a simpler fashion than on historic buildings.	Preferred
<b>c. {Her cl.16}</b>	Façades should have a solid appearance.	Suggested
<b>d. {Her cl.16}</b>	Corner buildings should have architectural detail to all road frontages.	Preferred
<b>e. {Her cl.16}</b>	Façades should be visually subdivided (base, middle and top), and the composition (including windows) should emphasise a vertical dimension consistent with heritage and character-contributing buildings in the precinct.	Suggested
<b>f. {Her cl.16}</b>	Division of the façade should be consistent with floor levels of neighbouring heritage or character-contributing buildings wherever possible.	Suggested
<b>g. {Her cl.16}</b>	Rooflines should be concealed behind parapets or other architectural features.	Suggested

Features or characteristics		Suggested/Preferred
<u>h.</u> {Her cl.16}	Ornament or detail should be included as an integral part of the design of the façade.	Suggested
<u>i.</u> {Her cl.16}	Window layout should be symmetrical and/or rhythmical.	Suggested
<u>j.</u> {Her cl.16}	Windows on long façades should be arranged in groups.	Suggested
<u>k.</u> {Her cl.16}	Windows should be largely transparent.	Preferred
<u>l.</u> {Her cl.16}	Verandahs should be continuous, except where installation of a verandah will compromise the architecture of a scheduled heritage building.	Suggested
<u>m.</u> {Her cl.16}	In existing scheduled heritage buildings, original ground floor apertures should be retained, limiting the amount of ground floor glazing.	Preferred
<u>n.</u> {Her cl.16}	In scheduled heritage and character-contributing buildings, historic shop front details such as glazing, lead-lighting and tiles should be retained.	Preferred
<u>o.</u> {Her cl.16}	Entrances should be well defined.	Preferred
<u>p.</u> {Her cl.16}	Mirrored glass and heavy tinting should be avoided.	Suggested
<u>q.</u> {Her cl.16}	Car parking buildings should be designed with the same design criteria as other buildings above in mind, although they may replace glazing with other façade treatments. Cars should be only minimally visible from public places through the façade.	Preferred
<b>5. {Her cl.16} Materials</b>		
<u>a.</u> {Her cl.16}	Building facades should be clad in permanent, robust materials such as plaster, brick, stone or concrete, which are visually consistent with the traditional materials of the precinct.	Suggested
<u>b.</u> {Her cl.16}	Buildings should avoid the use of single cladding materials and use a mix of materials or variations in their use to create shadow/depth and visual interest in the façade.	Suggested
<u>c.</u> {Her cl.16}	Unrendered brick, stone and concrete should remain unrendered on existing buildings except where this does not contribute to the character of the building.	Preferred

Features or characteristics		Suggested/Preferred
<b>6. {Her cl.16} Colour</b>		
<b>a. {Her cl.16}</b>	Base colours for walls and roofs should be chosen from a palette of heritage or neutral colours. Bright colours should be avoided, although colour can be used effectively for highlighting details.	Suggested
<b>b. {Her cl.16}</b>	Unpainted brick, stone, and concrete should remain unpainted on existing buildings except where this does not contribute to the character of the building.	Preferred
<b>c. {Her cl.16}</b>	Painted heritage signs on the side and rear of buildings should be retained and not removed or painted over.	Preferred
<b>7. {Her cl.16} Signs</b>		
<b>a. {Her cl.16}</b>	Signs should not dominate façades or conceal windows or architectural features.	Preferred
<b>8. {Her cl.16} Other</b>		
<b>a. {Her cl.16}</b>	Service areas and building utilities should not be located on façade, in order to reduce visual clutter. Where located at the side of buildings in areas visible to the public, they should be installed discreetly or screened from view.	Preferred
<b>b. {Her cl.16}</b>	Public spaces, including footpaths, should be kept free of unnecessary clutter and infrastructure to ensure maximum enjoyment of the public space, other than where the development contributes to improved vibrancy and public use of the area.	Preferred
<b>c. {Her cl.16}</b>	Street furniture is of high quality and sympathetic to the heritage values and character of the area. However, this does not mean it has to be Victorian replica in style.	Preferred
<b>d. {Her cl.16}</b>	Above ground network utilities should be avoided wherever possible. Where they cannot be avoided, they should be located sensitively and efforts undertaken to reduce the visual impact of the infrastructure, including paying particular attention to design and materials, or disguising the form through the incorporation of art, furniture or design elements.	Preferred



## **A2.2.6 South Princes Commercial Heritage Precinct**

### **A2.2.6.1 Description of area**

The South Princes Commercial Heritage Precinct comprises the area of South Princes Street from Jetty Street to Hope Street. The area is strongly defined by its Victorian commercial buildings and while a number have been stripped of some of their earlier detail or re-façaded in more modern styles, there is a consistency of scale and rhythm in addition to the continued existence of heritage features away from the Princes Street façades.

South Princes Street was an integral part of the city's earliest commercial-retail hub and a number of the buildings date from this early period of the city's development, as some of its first permanent buildings. Over time, as the retail heart of the city has moved northward to George Street, lower levels of private and public investment have seen the area decline in comparison to other parts of the city. At the time of developing this Plan, retail and office occupancy is low although there are some signs of early regeneration in the area, building on investment in adjacent areas.

In 1852, after being petitioned by Māori, Walter Mantell, Commissioner of Crown Lands wrote to Governor Grey asking him to grant "a small portion of land" in Dunedin and Port Chalmers for the building of houses. The "small portion of land" in Dunedin became known as the Princes Street Reserve. The loss of the reserve formed part of the Ngāi Tahu Waitangi Tribunal claim. {Her 1071.114}

Lower pressure for redevelopment has meant there remain a larger number of 19th and early 20th century buildings here than in many other precincts. These buildings are typically commercial in character, with retail at the ground floor and offices or residential activity above. Buildings are constructed of solid, permanent materials, with a strong emphasis on architectural detail and expression.

On the western side of the Precinct the buildings are two-three storeys high at Princes Street. On the eastern side they are two storeys at Princes Street, but those through the middle of the block have a further one-two basement levels below Princes Street opening to an alleyway accessed off Bond Street. The alley itself is formed by the fact these buildings do not extend over the full depth of their sites. This alleyway is one of Dunedin's most unique and significant service lanes and is a slice of Victorian Dunedin. The alleyway has been relatively unchanged over time, and still exhibits early advertising signs painted onto the brick of the upper levels of the buildings, stone foundations, workshop doors, loading docks and hoists used to load goods from what was sea level. This alley has substantial potential for improved use and interpretation in future and should be protected as robustly as the façades to Princes Street.

The lower levels of investment and lesser value attributed to the area over preceding decades means that alterations to buildings in the precinct have not always been of a high architectural quality and modern insertions have not been particularly sensitive to the context of the precinct. New buildings in the precinct should be more consistent in terms of scale, positioning, and style and aspire to a higher quality. This does not mean that new buildings need to replicate heritage buildings or features, per se, but should be of higher architectural value, creative, and insert more seamlessly into the streetscape, by reflecting features of the surrounding heritage buildings that give the area its quality and character. New buildings should use creative design to enhance the urban feel of the area and reflect the core values below with attempting to dominate the existing heritage architecture, which should remain the key defining characteristic of the area. Alterations to existing buildings should aim to enhance or restore the Victorian character of the area, rather than detracting from it further.

The topography and street layout allow significant views to both of the city's northern and southern hill suburbs. The Princes Street carriageway is unusually wide compared to other central city streets in comparison to the scale of the buildings, which reduces the sense of enclosure but also enables good solar access. New developments should protect this good solar access for existing buildings and public spaces. However, future changes to the precinct (both in terms of private and public space developments) could also contribute positively to the sense of enclosure and legibility within the precinct, particularly by improving the built form at the edges of the precinct, for example on the former Century Theatre site and at the southern entrance to the precinct.

#### A2.2.6.2 Values to be protected or enhanced

- a. The large number of scheduled heritage and character-contributing buildings in the area
- b. Consistent building lines with buildings built to the front boundary
- c. Consistent building heights and scales
- d. The use of rhythm, modulation, and permanent materials in design
- e. A lack of vehicle crossings
- f. A strong focus on pedestrian amenity at ground floor
- g. Recognition of Kāi Tahu values through collaboration with Kāi Tahu in the design of public spaces, including planting, use of Kāi Tahu place names, public art works, and interpretive material. {Her 1071.115}

#### A2.2.6.3 Principal threats to values

- a. Further demolition of existing scheduled heritage and character-contributing buildings
- b. Low levels of maintenance and investment
- c. Development of new buildings and alterations to existing buildings that are unsympathetic to existing buildings
- d. The use of materials in new buildings or alterations to existing buildings that are inconsistent with those used in the area
- e. The removal of original materials and features from heritage and character-contributing buildings
- f. Ground level off-street car parking visible within the streetscape
- g. Gaps in the streetscape
- h. The cumulative negative effects on heritage streetscape character of the incremental loss of heritage and character-contributing buildings through additions and alterations and demolition. {Her 547.66}

#### A2.2.6.4 Features and characteristics to be incorporated into design

Features or characteristics		Suggested/Preferred
<b>1. {Her cl.16} Height</b>		
<b>a. {Her cl.16}</b>	New buildings should be consistent in height to <u>with {Her cl.16}</u> immediate neighbours where these are scheduled heritage or character-contributing buildings, unless these buildings are inconsistent with the typical heights in the precinct.	Preferred
<b>2. {Her cl.16} Bulk and location</b>		
<b>a. {Her cl.16}</b>	Building frontages should be constructed within 400 mm of the road boundary. Buildings should occupy the full width of the site.	Preferred
<b>b. {Her cl.16}</b>	Buildings to the lower side of Princes Street (between 377 Princes Street and 417 Princes Street) should not be built to the rear boundary, protecting the unique alley accessible from Bond Street.	Suggested
<b>3. {Her cl.16} Car parking</b>		
<b>a. {Her cl.16}</b>	Off street car parking is not visible from the road, either located behind or within the building.	Preferred

Features or characteristics		Suggested/Preferred
<u>b.</u> {Her cl.16}	Vehicle crossings should be kept to a minimum. Crossings built into buildings are more acceptable than those that mean the building does not occupy the full width of its site.	Preferred
<b>4. {Her cl.16} Design</b>		
<u>a.</u> {Her cl.16}	Buildings should reference the area's commercial/retail heritage and be sympathetic to surrounding heritage and character-contributing buildings.	Preferred
<u>b.</u> {Her cl.16}	New buildings will generally draw important design cues from Victorian and Edwardian heritage and character-contributing buildings in the precinct, including scale, orientation, roof pitches, window alignment, materials and details, although these may expressed in a simpler fashion than on historic buildings.	Preferred
<u>c.</u> {Her cl.16}	Façades should have a solid appearance.	Suggested
<u>d.</u> {Her cl.16}	Corner buildings should have architectural detail to all road frontages.	Preferred
<u>e.</u> {Her cl.16}	Façades should be visually subdivided and the composition (including windows) should emphasise a vertical dimension consistent with heritage and character-contributing buildings in the precinct.	Suggested
<u>f.</u> {Her cl.16}	Façades to the Bond St alley should reflect a more utilitarian and industrial character, sympathetic to existing heritage buildings in that area.	Preferred
<u>g.</u> {Her cl.16}	Division of the façade should be consistent with floor levels of neighbouring heritage or character-contributing buildings wherever possible.	Suggested
<u>h.</u> {Her cl.16}	Buildings are typically narrow. Long façades should be broken into vertical bays.	Suggested
<u>i.</u> {Her cl.16}	Rooflines should be concealed behind parapets or other architectural features.	Suggested
<u>j.</u> {Her cl.16}	Ornament or detail should be included as an integral part of the design of the façade.	Suggested
<u>k.</u> {Her cl.16}	Window layout should be symmetrical and/or rhythmical.	Suggested
<u>l.</u> {Her cl.16}	Windows on long façades should be arranged in groups.	Suggested

Features or characteristics		Suggested/Preferred
<u>m.</u> {Her cl.16}	Windows should be largely transparent.	Suggested
<u>n.</u> {Her cl.16}	Ground floors to the Bond St alleyway may include garage doors, but these should be in character style and faced with timber.	
<u>o.</u> {Her cl.16}	Verandahs should be continuous, except where installation of a verandah will compromise the architecture of a scheduled heritage building.	Suggested
<u>p.</u> {Her cl.16}	In existing scheduled heritage buildings, original ground floor apertures should be retained, limiting the amount of ground floor glazing.	Preferred
<u>q.</u> {Her cl.16}	In scheduled heritage and character-contributing buildings, historic shop front details such as glazing, lead-lighting and tiles should be retained.	Preferred
<u>r.</u> {Her cl.16}	Mirrored glass and heavy tinting should be avoided.	Suggested
<u>s.</u> {Her cl.16}	Car parking buildings should be designed with the same design criteria as other buildings above in mind, although they may replace glazing with other façade treatments. Cars should be only minimally visible from public places through the façade.	Preferred
<b>5. {Her cl.16} Materials</b>		
<u>a.</u> {Her cl.16}	Building facades should be clad in materials such as plaster, brick, stone or concrete, which are visually consistent with the traditional materials of the precinct.	Suggested
<u>b.</u> {Her cl.16}	Buildings should avoid the use of single cladding materials and use a mix of materials or variations in their use to create shadow/depth and visual interest in the façade.	Suggested
<u>c.</u> {Her cl.16}	Unrendered brick, stone and concrete should remain unrendered on existing buildings except where this does not contribute to the character of the building.	Preferred
<b>6. {Her cl.16} Colour</b>		
<u>a.</u> {Her cl.16}	Base colours for walls and roofs should be chosen from a palette of heritage or neutral colours. Bright colours should be avoided, although colour can be used effectively for highlighting details.	Suggested
<u>b.</u> {Her cl.16}	Unpainted brick, stone, and concrete should remain unpainted on existing buildings except where this does not contribute to the character of the building.	Preferred

Features or characteristics		Suggested/Preferred
<u>c.</u> <b>{Her cl.16}</b>	Painted heritage signs on the side and rear of buildings should be retained and not removed or painted over.	Preferred
<b>7. {Her cl.16} Signs</b>		
<u>a.</u> <b>{Her cl.16}</b>	Signs should not dominate façades or conceal windows or architectural features.	Preferred
<u>b.</u> <b>{Her cl.16}</b>	Signs to Bond St alley should be limited in scale and on basement ground floor only.	Preferred
<b>8. {Her cl.16} Other</b>		
<u>a.</u> <b>{Her cl.16}</b>	Service areas and building utilities should not be located on façades, in order to reduce visual clutter. Where located at the side of buildings in areas visible to the public, they should be installed discreetly or screened from view.	Preferred
<u>b.</u> <b>{Her cl.16}</b>	Public spaces, including footpaths, should be kept free of unnecessary clutter and infrastructure to ensure maximum enjoyment of the public space, other than where the development contributes to improved vibrancy and public use of the area.	Preferred
<u>c.</u> <b>{Her cl.16}</b>	Street furniture is of high quality and sympathetic to the heritage values and character of the area. However, this does not mean it has to be Victorian replica in style.	Preferred
<u>d.</u> <b>{Her cl.16}</b>	Above ground network utilities should be avoided wherever possible. Where they cannot be avoided, they should be located sensitively and efforts undertaken to reduce the visual impact of the infrastructure, including paying particular attention to design and materials, or disguising the form through the incorporation of art, furniture or design elements.	Preferred

## **A2.2.7 Warehouse Industrial Commercial Heritage Precinct**

### **A2.2.7.1 Description of area**

The Warehouse Industrial Commercial Heritage Precinct comprises the area south of Queens Gardens to Police Street, including parts of Cumberland Street, Vogel Street, Crawford Street and Bond Street running north to south, and Rattray Street/Queens Gardens, Water Street, Jetty Street and Police Street running east to west.

The precinct occupies land reclaimed during the late 19th century, which gradually extended the earlier foreshore well beyond its original alignment closer to Princes Street. Traces of the early foreshore can be seen in the topography along the edge of the Precinct where it joins the Princes Street - Exchange and South Princes Commercial Heritage precincts. Some of the buildings along this edge pre-date the completion of the reclamations and their sites would have once been on the foreshore. Parts of Vogel Street also have an important historic association with the New Zealand and South Seas Exhibition of 1889-1890, which occupied recently reclaimed land.

Due to the area's proximity to the railway and port, and its flat topography, the area became popular with industrial, shipping and warehousing businesses. ~~They~~ These businesses **{Her cl.16}** constructed the numerous Victorian and Edwardian industrial and warehousing buildings that still define the character of the area today. The area's proximity to the city's commercial and banking hub in the Exchange also meant it was a popular location for insurance, financial and other commercial businesses, which chose to locate their head offices in the area. The area's important commercial role and the wealth of Dunedin at the time are evidenced in the quality and style of the buildings that were constructed here. These buildings are typically large scale, constructed in stone, brick and concrete and include substantial architectural detail. Even where the more elaborate Victorian detail has been removed to modernise the buildings in the past, the basic Victorian forms, rhythm and scale of buildings have been retained, meaning there is a sense of cohesion to the area. The area also retains its industrial character, with its wide streets, relative absence of large glazed shop fronts and verandahs, continued widespread existence of loading docks and garage doors, evidence of cellars, and block-wide multiple frontage buildings. "No-name" alley, off Bond Street, is one of the city's gems, complete with painted signs and towering brick and stone walls punctuated by loading docks for the shops above which front to Princes Street some two floors up.

The area's economic importance to the city declined in the middle part of the 20th century, as commerce and industry relocated from Dunedin. Like the neighbouring Exchange, this led to the demolition of buildings, although here it more often resulted in their non-replacement when they were damaged by events like fires or judged to be uneconomic to retain. This non-replacement of buildings means there have been a number of sites vacant for many years, used for open air car parking rather than being redeveloped with modern buildings. While this has left gaps in the streetscape, it also means there are few modern buildings to detract from the earlier historic character. Filling these gaps with character-contributing buildings and avoiding the loss of further buildings in the future is important to protect and enhance the character of the area.

New buildings in the precinct should be more consistent with the area's heritage buildings in terms of scale, bulk, location and character. This does not mean that new buildings need to replicate heritage buildings or features, per se, but should be of high architectural value, creative, and insert more seamlessly into the streetscape by reflecting features of the surrounding heritage buildings that give the area its quality and character. Importantly, in this heritage precinct, new buildings should reference to the area's industrial past and robust architectural style. New buildings should use creative design to enhance the urban feel of the area and reflect the core values listed below without attempting to dominate the existing heritage architecture, which should remain the key defining characteristic of the area.

In recent years, revitalisation of the area has been occurring, with a growing number of the area's buildings being restored and re-purposed for residential, office, and other commercial uses. This adaptive re-use has built upon the popularity of the area for the creative sector, who have found the former industrial spaces ideal for their purposes. At the time of Plan development, the area is experiencing a renaissance, supported by co-operation between the private sector and the Dunedin City Council, ~~who are~~ which is **{Her cl.16}** investing in the public realm and a number of policy



initiatives in order to facilitate in the **{Her cl.16}** enhancement of a vibrant creative precinct in the area. Future development should focus on sustaining this regeneration and the evolution of the area into a unique, mixed use inner city neighbourhood.

#### A2.2.7.2 Values to be protected or enhanced

The following features and characteristics have been identified as important to protect or enhance:

- a. Protect:
  - i. The large number of scheduled heritage buildings in the area
  - ii. A dense concentration of buildings creating a strong urban feel
  - iii. The use of rhythm, modulation, and permanent materials in design
  - iv. The alleyway in Bond Street
  - v. The industrial-commercial character
- b. Enhance:
  - i. Rebuilding on vacant sites
  - ii. Improved building maintenance and condition
  - iii. Restoration and re-use of existing buildings
  - iv. Reducing the impact of the transport network through the precinct

#### A2.2.7.3 Principal threats to values

- a. Further demolition of existing scheduled heritage and character-contributing buildings
- b. Low levels of maintenance and investment
- c. Development of new buildings and alterations to existing buildings that are unsympathetic to existing buildings
- d. The use of materials in new buildings or alterations to existing buildings that are inconsistent with those used in the area
- e. The removal of original materials and features from heritage and character-contributing buildings
- f. Ground level off-street car parking visible within the streetscape
- g. Gaps in the streetscape
- h. Further intensification of the state highway network and condition of one-way system
- i. The cumulative negative effects on heritage streetscape character of the incremental loss of heritage and character-contributing buildings through additions and alterations and demolition. **{Her 547.66}**



#### A2.2.7.4 Features and characteristics to be incorporated into design

Features or characteristics		Suggested/Preferred
<b>1. {Her cl.16} Height</b>		
<b>a. {Her cl.16}</b>	New buildings should be consistent in height to with {Her cl.16} immediate neighbours where these are scheduled heritage or character-contributing buildings, unless these buildings are inconsistent with the typical heights in the precinct.	Preferred
<b>2. {Her cl.16} Bulk and location</b>		
<b>a. {Her cl.16}</b>	Building frontages should be constructed within 400 mm of the road boundary. Buildings should occupy the full width of the site.	Preferred
<b>3. {Her cl.16} Car parking</b>		
<b>a. {Her cl.16}</b>	Off-street car parking is not visible from the road, either located behind or within the building.	Preferred
<b>b. {Her cl.16}</b>	Vehicle crossings should be kept to a minimum. Entrances to garages and loading bays are acceptable, but should be finished so they contribute to the historic industrial character of the area.	Preferred
<b>4. {Her cl.16} Design</b>		
<b>a. {Her cl.16}</b>	Buildings should reference the area's commercial heritage and be sensitive to surrounding heritage and character-contributing buildings which are characterised by their quality, substantial and monumental design.	Preferred
<b>b. {Her cl.16}</b>	New buildings will generally draw important design cues from Victorian and Edwardian heritage and character-contributing buildings in the precinct, including scale, orientation, roof pitches, window alignment, materials and details, although these may expressed in a simpler fashion than on historic buildings.	Preferred
<b>c. {Her cl.16}</b>	Façades should have a solid appearance.	Suggested
<b>d. {Her cl.16}</b>	Corner buildings should have architectural detail to all road frontages.	Preferred
<b>e. {Her cl.16}</b>	Façades should be visually subdivided (base, middle and top), and the composition (including windows) should emphasise a vertical dimension consistent with heritage and character-contributing buildings in the precinct.	Suggested
<b>f. {Her cl.16}</b>	Division of the façade should be consistent with floor levels of neighbouring heritage or character-contributing buildings wherever possible.	Suggested
<b>g. {Her cl.16}</b>	Buildings are typically narrow. Long façades should be broken into vertical bays.	Suggested

Features or characteristics		Suggested/Preferred
<u>h.</u> {Her cl.16}	Rooflines should be concealed behind parapets or other architectural features.	Suggested
<u>i.</u> {Her cl.16}	Restrained ornament or detail may be included as part of the façade design.	Suggested
<u>j.</u> {Her cl.16}	Window layout should be symmetrical and/or rhythmical.	Suggested
<u>k.</u> {Her cl.16}	Windows on long façades should be arranged in groups.	Suggested
<u>l.</u> {Her cl.16}	Windows should be largely transparent.	Preferred
<u>m.</u> {Her cl.16}	Verandahs are generally discouraged on buildings, but smaller shelters over doors may be considered where these are simple and do not detract from the design of the building or the character of the streetscape.	Suggested
<u>n.</u> {Her cl.16}	In existing scheduled heritage buildings, original ground floor apertures should be retained, limiting the amount of ground floor glazing.	Preferred
<u>o.</u> {Her cl.16}	In scheduled heritage and character-contributing buildings, historic shop front details such as glazing, lead-lighting and tiles. should be retained.	Preferred
<u>p.</u> {Her cl.16}	Mirrored glass and heavy tinting should be avoided.	Suggested
<u>q.</u> {Her cl.16}	Car parking buildings should be designed with the same design criteria as other buildings above in mind, although they may replace glazing with other façade treatments. Cars should be only minimally visible from public places through the façade.	Preferred
<b>5. {Her cl.16} Materials</b>		
<u>a.</u> {Her cl.16}	Building façades should be clad in permanent, robust materials such as plaster, brick, stone or concrete, which are visually consistent with the traditional materials of the precinct.	Suggested
<u>b.</u> {Her cl.16}	Buildings should avoid the use of single cladding materials and use a mix of materials or variations in their use to create shadow/depth and visual interest in the façade.	Suggested
<u>c.</u> {Her cl.16}	Unrendered brick, stone and concrete should remain unrendered on existing buildings except where this does not contribute to the character of the building.	Preferred

Features or characteristics		Suggested/Preferred
<b>6. {Her cl.16} Colour</b>		
<b>a. {Her cl.16}</b>	Base colours for walls and roofs should be chosen from a palette of heritage or neutral colours. Bright colours should be avoided, although colour can be used effectively for highlighting details.	Suggested
<b>b. {Her cl.16}</b>	Unpainted brick, stone, and concrete should remain unpainted on existing buildings except where this does not contribute to the character of the building.	Preferred
<b>c. {Her cl.16}</b>	Painted heritage signs on the side and rear of buildings should be retained and not removed or painted over.	Preferred
<b>7. {Her cl.16} Signs</b>		
<b>a. {Her cl.16}</b>	Signs should not dominate façades or conceal windows or architectural features.	Preferred
<b>8. {Her cl.16} Other</b>		
<b>a. {Her cl.16}</b>	Service areas and building utilities should not be located on façades, in order to reduce visual clutter. Where located at the side of buildings in areas visible to the public, they should be installed discreetly or screened from view.	Preferred
<b>b. {Her cl.16}</b>	Public spaces, including footpaths, should be kept free of unnecessary clutter and infrastructure to ensure maximum enjoyment of the public space, other than where the development contributes to improved vibrancy and public use of the area.	Preferred
<b>c. {Her cl.16}</b>	Street furniture is of high quality and sympathetic to the heritage values and character of the area. However, this does not mean it has to be Victorian replica in style.	Preferred
<b>d. {Her cl.16}</b>	Above ground network utilities should be avoided wherever possible. Where they cannot be avoided, they should be located sensitively and efforts undertaken to reduce the visual impact of the infrastructure, including paying particular attention to design and materials, or disguising the form through the incorporation of art, furniture or design elements.	Preferred

## **A2.2.8 Port Chalmers Commercial Heritage Precinct**

### **A2.2.8.1 Description of area**

Port Chalmers is typical of early New Zealand coastal towns and ports, still having its original street layout based around one road which follows the coast, intersected at right angles by a road leading inland from the sea. It is these two roads, Beach Street and George Street, that form the Port Chalmers Commercial Heritage Precinct. The precinct extends up George Street from the port entrance to the brow of the hill, taking in the area of highest density of heritage buildings.

In 1852, after being petitioned by Māori, Walter Mantell, Commissioner of Crown Lands wrote to Governor Grey asking him to grant "a small portion of land" in Dunedin and Port Chalmers for the building of houses. The "small portion of land" in Port Chalmers became known as the Koputai Native Reserve, now on Beach Street. Refer to A4.27 Koputai (Port Chalmers). {Her 1071.116}

George Street slopes down to the wharf, effectively increasing the focus on the wharf and associated activity. Further, all angles lead toward this view. Although the appearance and operations of the port have changed dramatically over the years, the port area remains the strongest influence on the character of the precinct, with the presence of ships, cranes and containers. These are in constant change.

The economic buoyancy of the Port in the last century produced a range of Victorian architecture that is unusual for a settlement of its size. The face of the precinct has changed little over recent decades, although demolition and redevelopment in the southern end of the commercial centre have seen the protected precinct area shrink.

Overall, Port Chalmers remains a remarkably intact heritage precinct. Like the George Street Commercial Heritage Precinct in Dunedin, heritage buildings still dominate the streetscape, particularly along the main street, and there is remarkable consistency in terms of scale, form, and rhythm within the street. Victorian and Edwardian architectural styles predominate. Buildings are most commonly two storeys high with shop fronts at the ground floor and vertically orientated, symmetrical windows in solid façades above. One storey buildings often have a significant parapet that give vertical stature to the façade. Buildings tend to be narrow or divided into bays when wider. Brick and masonry are the most common construction materials. While some buildings have been stripped of their earlier architectural detail, most retain at least their basic original form and constitute an important fabric, even if they are not iconic buildings individually. There are also many buildings that do retain this architectural detail, including cornices, pediments and balusters, the decorative nature of which demonstrates the settlement's earlier wealth and impart an important character to the area today. Although there are fewer buildings with original ground floor façades below verandah level, due to the long history of retail use in the area and repeated changes of businesses, there do remain a large number of shop fronts from the pre-WW2 period, which add visual interest and character at street level.

There are a small number of modern buildings in the precinct. These modern buildings are generally non-contextual and non-character contributing, being of different scale and rhythm.

While there is not a strong pressure for redevelopment in the precinct, where new buildings are planned in the precinct they should be more consistent and sensitive in terms of scale, positioning and style, and aspire to a higher quality. This does not mean that new buildings need to replicate heritage buildings or features, per se, but should be of higher architectural value and insert more seamlessly into the streetscape by reflecting features of the surrounding heritage buildings that give the area its character. New buildings should use creative design to enhance the urban feel of the area and reflect the core values below without dominating the existing heritage architecture.

New buildings should also protect and enhance the broader character of the precinct, focusing towards the port and providing continued views across the port to the harbour beyond.

#### A2.2.8.2 Values to be protected or enhanced

- a. The remaining heritage and character-contributing buildings in the area
- b. Lower building heights to maximise solar access and protect views of the port and harbour
- c. Buildings built to the front boundary
- d. Consistent building heights and scales
- e. The use of rhythm, modulation and permanent materials in design
- f. A minimum of vehicle crossings
- g. A strong focus on pedestrian amenity at ground floor
- h. Remaining historic shop fronts
- i. Recognition of Kāi Tahu values through collaboration with Kāi Tahu in the design of public spaces, including planting, use of Kāi Tahu place names, public art works, and interpretive material. {Her 1071.117}

#### A2.2.8.3 Principal threats to values

- a. Further demolition of existing scheduled heritage and character-contributing buildings
- b. Emergence of gaps in the streetscape
- c. Development of new buildings and alterations to existing buildings that are unsympathetic to existing buildings or to the public space they surround
- d. The use of materials in new buildings or alterations to existing buildings that are inconsistent with those used in the area (e.g. aluminium windows in street façades)
- e. The removal or original materials and features from heritage and character-contributing buildings
- f. Removal of early character shop fronts and their replacement with inappropriate ground floor shop fronts
- g. Ground level off-street car parking visible with the streetscape
- h. Insufficient building maintenance
- i. Proliferation of signage
- j. Over-engineering and dominance of road for state highway network at expense of human and historic scale
- k. The cumulative negative effects on heritage streetscape character of the incremental loss of heritage and character-contributing buildings through additions and alterations and demolition. {Her 547.66}

#### A2.2.8.4 Features and characteristics to be incorporated into design

Features or characteristics		Suggested/Preferred
<b>1. {Her cl.16} Height</b>		
<b>a. {Her cl.16}</b>	New buildings should be consistent in height to <u>with {Her cl.16}</u> immediate neighbours where these are scheduled heritage or character-contributing buildings, unless these buildings are inconsistent with the typical heights in the precinct.	Preferred
<b>2. {Her cl.16} Bulk and location</b>		
<b>a. {Her cl.16}</b>	Building frontages should be constructed within 400 mm of the road boundary. Buildings should occupy the full width of the site.	Preferred
<b>3. {Her cl.16} Car parking</b>		

Features or characteristics		Suggested/Preferred
<u>a.</u> {Her cl.16}	Off-street car parking is not visible from the road, either located behind or within the building.	Preferred
<u>b.</u> {Her cl.16}	Vehicle crossings should be kept to a minimum.	Preferred
<b>4. {Her cl.16} Design</b>		
<u>a.</u> {Her cl.16}	Buildings should reflect a commercial/retail character and be sympathetic to existing heritage and character-contributing buildings. References to the area's port character should be considered.	Preferred
<u>b.</u> {Her cl.16}	New buildings will generally draw important design cues from Victorian and Edwardian heritage and character-contributing buildings in the precinct, including scale, orientation, roof pitches, window alignment, materials and details, although these may expressed in a simpler fashion than on historic buildings.	Preferred
<u>c.</u> {Her cl.16}	Façades should have a solid appearance.	Suggested
<u>d.</u> {Her cl.16}	Corner buildings should have architectural detail to all road frontages.	Preferred
<u>e.</u> {Her cl.16}	Façades should be visually subdivided (base, middle and top), and the composition (including windows) should emphasise a vertical dimension consistent with heritage and character-contributing buildings in the precinct.	Suggested
<u>f.</u> {Her cl.16}	Division of the façade should be consistent with floor levels of neighbouring heritage or character-contributing buildings wherever possible.	Suggested
<u>g.</u> {Her cl.16}	Buildings are typically narrow. Long façades should be broken into vertical bays.	Suggested
<u>h.</u> {Her cl.16}	Rooflines should be concealed behind parapets or other architectural features.	Suggested
<u>i.</u> {Her cl.16}	Ornament or detail should be included as an integral part of the design of the façade.	Suggested
<u>j.</u> {Her cl.16}	Window layout should be symmetrical and/or rhythmical.	Suggested
<u>k.</u> {Her cl.16}	Windows on long façades should be arranged in groups.	Suggested

Features or characteristics		Suggested/Preferred
<u>l.</u> {Her cl.16}	Windows should be largely transparent.	Preferred
<u>m.</u> {Her cl.16}	Verandahs should be continuous, except where installation of a verandah will compromise the architecture of a scheduled heritage building.	Suggested
<u>n.</u> {Her cl.16}	In existing scheduled heritage buildings, original ground floor apertures should be retained, limiting the amount of ground floor glazing.	Preferred
<u>o.</u> {Her cl.16}	In scheduled heritage and character-contributing buildings, historic shop front details such as glazing, lead-lighting and tiles should be retained.	Preferred
<u>p.</u> {Her cl.16}	Mirrored glass and heavy tinting should be avoided.	Suggested
<u>q.</u> {Her cl.16}	Car parking buildings should be designed with the same design criteria as other buildings above in mind, although they may replace glazing with other façade treatments. Cars should be only minimally visible from public places through the façade.	
<b>5. {Her cl.16} Materials</b>		
<u>a.</u> {Her cl.16}	Building façades should be clad in materials such as plaster, brick, stone or concrete, which are visually consistent with the traditional materials of the precinct.	Suggested
<u>b.</u> {Her cl.16}	Buildings should avoid the use of single cladding materials and use a mix of materials or variations in their use to create shadow/depth and visual interest in the façade.	Suggested
<u>c.</u> {Her cl.16}	Unrendered brick, stone and concrete should remain unrendered on existing buildings except where this does not contribute to the character of the building.	Preferred
<b>6. {Her cl.16} Colour</b>		
<u>a.</u> {Her cl.16}	Base colours for walls and roofs should be chosen from a palette of heritage or neutral colours. Bright colours should be avoided, although colour can be used effectively for highlighting details.	Suggested
<u>b.</u> {Her cl.16}	Unpainted brick, stone, and concrete should remain unpainted on existing buildings except where this does not contribute to the character of the building.	Preferred
<u>c.</u> {Her cl.16}	Painted heritage signs on the side and rear of buildings should be retained and not removed or painted over.	Preferred
<b>7. {Her cl.16} Signs</b>		



Features or characteristics		Suggested/Preferred
<u>a.</u> <b>{Her cl.16}</b>	Signs should not dominate façades or conceal windows or architectural features.	Preferred
<b>8. {Her cl.16} Other</b>		
<u>a.</u> <b>{Her cl.16}</b>	Service areas and building utilities should not be located on façades, in order to reduce visual clutter. Where located at the side of buildings in areas visible to the public, they should be installed discreetly or screened from view.	Preferred
<u>b.</u> <b>{Her cl.16}</b>	Public spaces, including footpaths, should be kept free of unnecessary clutter and infrastructure to ensure maximum enjoyment of the public space, other than where the development contributes to improved vibrancy and public use of the area.	Preferred
<u>c.</u> <b>{Her cl.16}</b>	Street furniture is of high quality and sympathetic to the heritage values and character of the area. However, this does not mean it has to be Victorian replica in style.	Preferred
<u>d.</u> <b>{Her cl.16}</b>	Above ground network utilities should be avoided wherever possible. Where they cannot be avoided, they should be located sensitively and efforts undertaken to reduce the visual impact of the infrastructure, including paying particular attention to design and materials, or disguising the form through the incorporation of art, furniture or design elements.	Preferred

## **A2.2.9 View Street Commercial Heritage Precinct**

### **A2.2.9.1 Description of area**

The View Street Commercial Heritage Precinct incorporates View Street between Moray Place and Tennyson Street. The area is strongly defined by its mix of heritage buildings, its location on the edge of the commercial heart of the CBD, and the imposing form of Otago Girls High School, which bounds the precinct to the south west and provides a strong visual anchor in the precinct. The view up View Street from Moray Place to Otago Girls High School is particularly important to protect and is well-framed by the buildings on either side of View Street.

The area exhibits a range of building styles, which tend to cluster in groups within the precinct.

The section encompassing the {Her 849.14} northern side of View Street and western section of Tennyson Street {Her 849.14} is dominated by brick early 20th century Edwardian buildings, predominantly built in brick with plaster detailing and anchored by the three impressive town houses (one a former manse) and the former Sunday school building. These buildings have small but important curtilage and setbacks, with front gardens, attractive walls and fences creating a more suburban feel. They generally have gabled roofs, are often clad in slate or tile, and with bay windows to the street frontage.

The section encompassing the {Her 849.14} southern side of View Street and eastern section of Tennyson Street {Her 849.14} houses a more eclectic style and range of building periods, with older properties at the lower end of View Street {Her 849.14} (plastered to give a 'modernised' appearance) and the two {Her 849.14} large moderne/deco apartment blocks from 1934 dominating the top half of the View Street street, and two Victorian buildings defining the Tennyson Street section {Her 849.14}. Buildings on this side of View Street {Her 849.14} are built closer to the front boundary, if not on it, and present a much higher density, inner city feel. Roofs are concealed behind parapets and the buildings exhibit a more streamlined architectural appearance. The buildings present as larger complexes and flats rather than individual homes. The two Victorian buildings on Tennyson Street are set back further from the street frontages allowing historically for gardens, though both are currently used for car parking. Locating future development on these sites and the car park at 32A Tennyson Street more closely to the street would be positive for the consistency of the precinct. {Her 849.14}

In general terms, then, there are two dominant characteristics within the area: an Edwardian/Victorian {Her 849.14} residential character to the north and a moderne/deco or Victorian {Her 849.14} character to the south. These differences should be recognised in assessing alterations and additions to existing buildings and any new buildings that are constructed in the precinct.

### **A2.2.9.2 Values to be protected or enhanced**

The following features and characteristics have been identified as important to protect:

- a. The large number of heritage and character-contributing buildings in the area
- b. The view of Otago Girls High School up View Street from Moray Place
- c. A general lack of visible off-street car parking, including garages and carports

#### **Northern section**

- d. Retaining red brick as primary construction material
- e. The visibility of small front gardens with low fences, walls or hedges
- f. The focus on buildings presenting attractive and welcoming façades to the street (fronts of building)
- g. Façades facing streets look like the front of a building with a clearly defined entrance way
- h. Buildings appear as individual residential homes

- i. Verticality in design

#### Southern section

- j. Predominant use **{Her 849.14}** of concrete, plaster or equivalent as primary construction material
- k. Retaining predominant use of plaster and streamlined lines in design
- l. Shallower set backs on View Street **{Her 849.14}**
- m. Greater massing of buildings New or additional development on Tennyson Street could benefit from being built closer to the street. **{Her 849.14}**
- n. Horizontal design Verticality in design of Victorian buildings and a greater focus on horizontality in Art Deco buildings **{Her 849.14}**

#### A2.2.9.3 Principal threats to values

- a. The demolition of existing scheduled heritage and character-contributing buildings
- b. Insufficient maintenance of buildings
- c. Development of new buildings that are unsympathetic to existing buildings
- d. The replacement of building elements that make up key design features (e.g. replacement of original windows in Victorian, Edwardian or Art Deco deco or Edwardian buildings **{Her 849.14}** with insensitive window design)
- e. The removal of original materials and features from heritage buildings
- f. The use of inconsistent materials or styles in alterations to existing heritage and character buildings
- g. Large open car park sites
- h. The visibility of infrastructure and services related to student/medium-density housing where not well planned (rubbish and recycling bins, etc.)
- i. The cumulative negative effects on heritage streetscape character of the incremental loss of heritage and character-contributing buildings through additions and alterations and demolition. **{Her 547.66}**

#### A2.2.9.4 Features and characteristics to be incorporated into design

Features or characteristics		Suggested/Preferred
<b>1. {Her cl.16} Height</b>		
<b>a. {Her cl.16}</b>	New buildings should be consistent in height to <u>with {Her cl.16}</u> immediate neighbours where these are scheduled heritage or character-contributing buildings, unless these buildings are inconsistent with the typical heights in the precinct.	Preferred
<b>2. {Her cl.16} Bulk and location</b>		
<b>a. {Her cl.16}</b>	Buildings should be built close to the front boundary, consistent with the building line of adjacent scheduled heritage or character-contributing buildings.	Preferred
<b>3. {Her cl.16} Car parking</b>		
<b>a. {Her cl.16}</b>	Where possible, parking areas should be located discreetly to the rear of building. Where they are located at the front of the site, they should be set back from the road frontage and where possible, incorporate fencing, walls, hedges or landscaping to reduce the negative amenity effects and visibility of vehicles.	Preferred

Features or characteristics		Suggested/Preferred
b. {Her cl.16}	Vehicle crossings should be kept to a minimum.	Preferred
<b>4. {Her cl.16} Design</b>		
a. {Her cl.16}	Building façades should reference the area's residential character and scale and be sympathetic to existing scheduled heritage and character-contributing buildings.	
b. {Her cl.16}	On the northern side of View Street new buildings will generally draw important design cues from the <u>Victorian and {Her 849.14} Edwardian</u> scheduled heritage and character-contributing buildings in the precinct, including scale, orientation, roof pitches, window alignment, materials and details, although these may expressed in a simpler fashion than on historic buildings. On the southern side of View Street, new buildings <del>will</del> <u>can either draw generally draw important {Her 849.14} design cues from the Victorian and Edwardian buildings in the precinct or the Art dDeco {Her 849.14} character-contributing buildings in the precinct, including scale, orientation, concealed rooflines, a greater emphasis on horizontality, materials and details, although these may expressed in a simpler fashion than on historic buildings.</u>	Preferred
c. {Her cl.16}	Façades should have a solid appearance.	Suggested
d. {Her cl.16}	Corner buildings should have architectural detail to all road frontages.	Preferred
e. {Her cl.16}	Division of the façade should be consistent with floor levels of neighbouring heritage or character-contributing buildings wherever possible.	Suggested
f. {Her cl.16}	On the northern side of View Street roofs should be gabled, with at least one gable facing the street. Roof pitch should be 30° to 45°. Rooflines on the southern side of View Street <del>should</del> <u>may be lower and may be {Her 849.14} concealed behind parapets or other architectural features.</u>	Suggested
g. {Her cl.16}	Ornament or detail should be included as an integral part of the design of the façade.	Suggested
h. {Her cl.16}	Window layout should be symmetrical and/or rhythmical.	Suggested
i. {Her cl.16}	Windows on long façades should be arranged in groups.	Suggested

Features or characteristics		Suggested/Preferred
j. {Her cl.16}	Windows should be largely transparent.	Preferred
k. {Her cl.16}	Verandahs are generally discouraged on buildings, but smaller shelters over doors may be considered where these are simple and do not detract from the design of the building or the character of the streetscape.	Suggested
l. {Her cl.16}	In existing scheduled heritage buildings, original ground floor apertures should be retained, limiting the amount of ground floor glazing.	Preferred
m. {Her cl.16}	Mirrored glass and heavy tinting should be avoided.	Suggested Preferred {Her 293.187}
n. {Her cl.16}	Car parking buildings should be designed with the same design criteria as other buildings above in mind, although they may replace glazing with other façade treatments. Cars should be only minimally visible from public places through the façade.	Preferred {Her 293.188}
<b>5. {Her cl.16} Materials</b>		
a. {Her cl.16}	On the northern side of View Street, building façades should be clad in materials such as plaster, red brick, stone or concrete. Timber weatherboards may be used in detailing, but not as the predominant cladding material. On the southern side of View Street, façades should be clad in materials such as plaster, concrete or timber.	Suggested
b. {Her cl.16}	On the northern side of View Street, buildings should avoid the use of single cladding materials and use a mix of materials to create shadow/depth and visual interest in the façade. On the southern side of View Street, buildings should use architectural details to create shadow/depth and visual interest in the façade.	Suggested
c. {Her cl.16}	Unrendered brick, stone and concrete should remain unrendered on existing buildings except where this does not contribute to the character of the building.	Preferred
<b>6. {Her cl.16} Colour</b>		
a. {Her cl.16}	Base colours for walls and roofs should be chosen from a palette of heritage or neutral colours. Bright colours should be avoided, although colour can be used effectively for highlighting details.	Suggested
b. {Her cl.16}	Unpainted brick, stone, and concrete should remain unpainted on existing buildings except where this does not contribute to the character of the building.	Preferred
c. {Her cl.16}	Painted heritage signs on the side and rear of buildings should be retained and not removed or painted over.	Preferred
<b>7. {Her cl.16} Signs</b>		

Features or characteristics		Suggested/Preferred
<u>a.</u> <b>{Her cl.16}</b>	Signs should not dominate façades or conceal windows or architectural features.	Preferred
<b>8. {Her cl.16} Other</b>		
<u>a.</u> <b>{Her cl.16}</b>	Service areas and building utilities should not be located on façades, in order to reduce visual clutter. Where located at the side of buildings in areas visible to the public, they should be installed discreetly or screened from view.	<u>Preferred</u> <b>{Her cl.16}</b>
<u>b.</u> <b>{Her cl.16}</b>	Public spaces, including footpaths, should be kept free of unnecessary clutter and infrastructure to ensure maximum enjoyment of the public space, other than where the development contributes to improved vibrancy and public use of the area.	Preferred
<u>c.</u> <b>{Her cl.16}</b>	Street furniture is of high quality and sympathetic to the heritage values and character of the area. However, this does not mean it has to be Victorian replica in style.	Preferred
<u>d.</u> <b>{Her cl.16}</b>	Above ground network utilities should be avoided wherever possible. Where they cannot be avoided, they should be located sensitively and efforts undertaken to reduce the visual impact of the infrastructure, including paying particular attention to design and materials, or disguising the form through the incorporation of art, furniture or design elements.	Preferred



## **A2.2.10 Stafford Street Industrial Commercial Heritage Precinct {Her 547.63}**

### **A2.2.10.1 Description of area {Her 547.63}**

The Stafford Street Industrial Commercial Heritage Precinct comprises the area of Stafford Street between Princes Street and Hope Street. {Her 547.63}

The area was surveyed and settled early in the city's history and was intensely developed from the first gold rush in 1861. From this time it became a popular location for industrial, service, and merchant activities. Many well-known Dunedin companies had associations with sites and buildings in the area, including Farras, Sew Hoy, NZ Express Co., and perhaps most famously Kempthorne and Prosser, who over time built or occupied many of the buildings that still stand in the precinct. {Her 547.63}

The area between Stafford Street and Carroll Streets also has close associations with Dunedin's Chinese community, who owned land, buildings, and businesses in the area. The association with the Sew Hoy family is particularly strong. {Her 547.63}

The long-standing industrial and commercial uses are clearly demonstrated in the built architecture the precinct. The buildings are predominantly former factories and warehouses and while they are more functional in their style than the more exuberant buildings in the Exchange, it is this modesty and utilitarian nature that is an important component of the precinct's character. Unusually, many of the buildings retain important early architectural features that illustrate these uses, including original ground floor fenestration, relative absence of large glazed shop fronts and verandahs, evidence of cellars, and continued existence of loading docks and doors. {Her 547.63}

The changing nature of this commercial and industrial activity is also evident in the precinct's architecture, with the former Kempthorne and Prosser Warehouse at 34 Stafford Street (1870), Ross and Glendinning factory at 8 Stafford Street (1866/1874/1919) and International Harvester Co. of NZ building at 25 Stafford Street (1950), demonstrating the changing building technologies and business needs of industry in the area over time. {Her 547.63}

There are relatively few vacant sites or non-character contributing buildings to detract from the character of the precinct. The former Kempthorne and Prosser office building at 31 Stafford Street is the building that has the least architectural consistency with the rest of the buildings in the precinct, although it does have obvious historic links to the company whose presence defined the area for many decades. {Her 547.63}

New buildings and alterations in the precinct should be more consistent with the area's heritage buildings in terms of scale, bulk, location and character. This does not mean that they need to replicate heritage buildings or features, per se, but should be of high architectural value, creative, and insert more seamlessly into the streetscape by reflecting features of the surrounding heritage buildings that give the area its quality and character. Importantly, in this heritage precinct, new buildings should reference to the area's industrial past and robust architectural style. New buildings should use creative design to enhance the urban feel of the area and reflect the core values listed below without attempting to dominate the existing heritage architecture, which should remain the key defining characteristic of the area. {Her 547.63}

### **A2.2.10.2 Values to be protected or enhanced {Her 547.63}**

The following features and characteristics have been identified as important to protect or enhance: {Her 547.63}

Protect: {Her 547.63}

- a. The large number of scheduled heritage buildings and character-contributing buildings in the area {Her 547.63}
- b. A dense concentration of buildings creating a strong urban feel {Her 547.63}

- c. The use of rhythm, modulation, and permanent materials in design {Her 547.63}
- d. The industrial-commercial character {Her 547.63}

**Enhance: {Her 547.63}**

- a. Improved building maintenance and condition {Her 547.63}
- b. Restoration and re-use of existing buildings {Her 547.63}
- c. Consistent building lines with buildings built to the front boundary {Her 547.63}

**A2.2.10.3 Principal threats to values {Her 547.63}**

- a. Further demolition of existing scheduled heritage and character-contributing buildings {Her 547.63}
- b. Low levels of maintenance and investment {Her 547.63}
- c. Development of new buildings and alterations to existing buildings that are unsympathetic to existing buildings {Her 547.63}
- d. The use of materials in new buildings or alterations to existing buildings that are inconsistent with those used in the area {Her 547.63}
- e. The removal of original materials and features from heritage and character-contributing buildings {Her 547.63}
- f. Ground level off-street car parking visible within the streetscape {Her 547.63}
- g. Gaps in the streetscape {Her 547.63}
- h. The cumulative negative effects on heritage streetscape character of the incremental loss of heritage and character-contributing buildings through additions and alterations and demolition. {Her 547.66}

**A2.2.10.4 Features and characteristics to be incorporated into design {Her 547.63}**

<b>Features or characteristics {Her 547.63}</b>		<b>Suggested/Preferred {Her 547.63}</b>
<b>1. Height {Her 547.63}</b>		
<b>a. {Her 547.63}</b>	<u>New buildings should be consistent in height with immediate neighbours where these are scheduled heritage or character-contributing buildings, unless these buildings are inconsistent with the typical heights in the precinct. {Her 547.63}</u>	<b>Preferred {Her 547.63}</b>
<b>2. Bulk and location {Her 547.63}</b>		
<b>a. {Her 547.63}</b>	<u>Building frontages should be constructed within 400 mm of the road boundary. Buildings should occupy the full width of the site. {Her 547.63}</u>	<b>Preferred {Her 547.63}</b>
<b>3. Car parking {Her 547.63}</b>		
<b>a. {Her 547.63}</b>	<u>Off-street car parking is not visible from the road, either located behind or within the building. {Her 547.63}</u>	<b>Preferred {Her 547.63}</b>
<b>b. {Her 547.63}</b>	<u>Vehicle crossings should be kept to a minimum. Entrances to garages and loading bays are acceptable, but should be finished so they contribute to the historic industrial character of the area. {Her 547.63}</u>	<b>Preferred {Her 547.63}</b>
<b>4. Design {Her 547.63}</b>		

<b>Features or characteristics {Her 547.63}</b>		<b>Suggested/Preferred {Her 547.63}</b>
a. {Her 547.63}	<u>Buildings should reference the area's commercial heritage and be sensitive to surrounding heritage and character-contributing buildings which are characterised by their solid and substantial design. {Her 547.63}</u>	Preferred {Her 547.63}
b. {Her 547.63}	<u>New buildings will generally draw important design cues from Victorian and Edwardian heritage and character-contributing buildings in the precinct, including scale, orientation, roof pitches, window alignment, materials and details, although these may expressed in a simpler fashion than on historic buildings. {Her 547.63}</u>	Preferred {Her 547.63}
c. {Her 547.63}	<u>Façades should have a solid appearance. {Her 547.63}</u>	Suggested {Her 547.63}
d. {Her 547.63}	<u>Corner buildings should have architectural detail to all road frontages. {Her 547.63}</u>	Preferred {Her 547.63}
e. {Her 547.63}	<u>Façades should be visually subdivided (base, middle and top), and the composition (including windows) should emphasise a vertical dimension consistent with heritage and character-contributing buildings in the precinct. Suggested {Her 547.63}</u>	Suggested {Her 547.63}
f. {Her 547.63}	<u>Division of the façade should be consistent with floor levels of neighbouring heritage or character-contributing buildings wherever possible. {Her 547.63}</u>	Suggested {Her 547.63}
g. {Her 547.63}	<u>Buildings are typically narrow. Long façades should be broken into vertical bays. {Her 547.63}</u>	Suggested {Her 547.63}
h. {Her 547.63}	<u>Rooflines should be concealed behind parapets or other architectural features. {Her 547.63}</u>	Suggested {Her 547.63}
i. {Her 547.63}	<u>Restrained ornament or detail may be included as part of the façade design. {Her 547.63}</u>	Suggested {Her 547.63}
j. {Her 547.63}	<u>Window layout should be symmetrical and/or rhythmical. {Her 547.63}</u>	Suggested {Her 547.63}
k. {Her 547.63}	<u>Windows on long façades should be arranged in groups. {Her 547.63}</u>	Suggested {Her 547.63}
l. {Her 547.63}	<u>Windows should be largely transparent. {Her 547.63}</u>	Preferred {Her 547.63}
m. {Her 547.63}	<u>Verandahs are generally discouraged on buildings, but smaller shelters over doors may be considered where these are simple and do not detract from the design of the building or the character of the streetscape. {Her 547.63}</u>	Suggested {Her 547.63}
n. {Her 547.63}	<u>In existing scheduled heritage buildings and character-contributing buildings, original ground floor apertures should be retained, limiting the amount of ground floor glazing. {Her 547.63}</u>	Preferred {Her 547.63}
o. {Her 547.63}	<u>Mirrored glass and heavy tinting should be avoided. {Her 547.63}</u>	Suggested {Her 547.63}

<b>Features or characteristics {Her 547.63}</b>		<b>Suggested/Preferred {Her 547.63}</b>
p. {Her 547.63}	<u>Car parking buildings should be designed with the same design criteria as other buildings above in mind, although they may replace glazing with other façade treatments. Cars should be only minimally visible from public places through the façade. {Her 547.63}</u>	Preferred {Her 547.63}
<b>5. Materials {Her 547.63}</b>		
a. {Her 547.63}	<u>Building façades should be clad in permanent, robust materials such as plaster, brick, stone or concrete, which are visually consistent with the traditional materials of the precinct. {Her 547.63}</u>	Suggested {Her 547.63}
b. {Her 547.63}	<u>Buildings should avoid the use of single cladding materials and use a mix of materials or variations in their use to create shadow/depth and visual interest in the façade. {Her 547.63}</u>	Suggested {Her 547.63}
c. {Her 547.63}	<u>Unrendered brick, stone and concrete should remain unrendered on existing buildings except where this does not contribute to the character of the building. {Her 547.63}</u>	Preferred {Her 547.63}
<b>6. Colour {Her 547.63}</b>		
a. {Her 547.63}	<u>Base colours for walls and roofs should be chosen from a palette of heritage or neutral colours. Bright colours should be avoided, although colour can be used effectively for highlighting details. {Her 547.63}</u>	Suggested {Her 547.63}
b. {Her 547.63}	<u>Unpainted brick, stone, and concrete should remain unpainted on existing buildings except where this does not contribute to the character of the building. {Her 547.63}</u>	Preferred {Her 547.63}
c. {Her 547.63}	<u>Painted heritage signs on the side and rear of buildings should be retained and not removed or painted over. {Her 547.63}</u>	Preferred {Her 547.63}
<b>7. Signs {Her 547.63}</b>		
a. {Her 547.63}	<u>Signs should not dominate façades or conceal windows or architectural features. {Her 547.63}</u>	Preferred {Her 547.63}
<b>8. Other {Her 547.63}</b>		
a. {Her 547.63}	<u>Service areas and building utilities should not be located on façades, in order to reduce visual clutter. Where located at the side of buildings in areas visible to the public, they should be installed discreetly or screened from view. {Her 547.63}</u>	Preferred {Her 547.63}
b. {Her 547.63}	<u>Public spaces, including footpaths, should be kept free of unnecessary clutter and infrastructure to ensure maximum enjoyment of the public space, other than where the development contributes to improved vibrancy and public use of the area. {Her 547.63}</u>	Preferred {Her 547.63}
c. {Her 547.63}	<u>Street furniture is of high quality and sympathetic to the heritage values and character of the area. However, this does not mean it has to be Victorian replica in style. {Her 547.63}</u>	Preferred {Her 547.63}

<b>Features or characteristics {Her 547.63}</b>		<b>Suggested/Preferred {Her 547.63}</b>
d. {Her 547.63}	Above ground network utilities should be avoided wherever possible. Where they cannot be avoided, they should be located sensitively and efforts undertaken to <u>reduce the visual impact of the infrastructure, including paying particular attention to design and materials, or disguising the form through the incorporation of art, furniture or design elements.</u> {Her 547.63}	Preferred {Her 547.63}

