SECOND GENERATION DISTRICT PLAN

Variation 2 – Additional Housing Capacity

Section 32 Report

Appendices

February 2021

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Appendix 9

Medium Density character assessments

February 2021

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Appendix 9.1 Assessment of impact of potential GR2 zoning – Mosgiel (IN01)

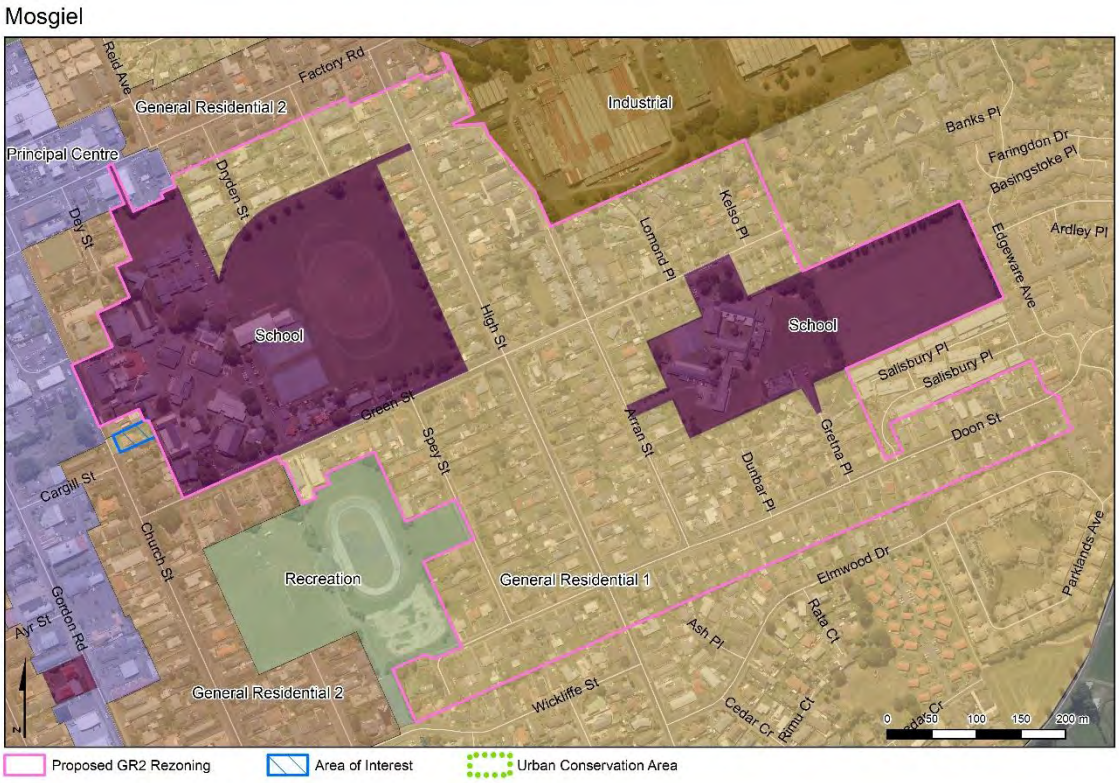

Figure 1: Mosgiel - Proposed GR2 Re-zoning Area

Characterisation

The Mosgiel GR1 zone under consideration encompasses a portion of the GR1 zone extending from the existing GR2 zoned area east of Gordon Road, to an eastern land boundary just beyond Kelso Place and Gretna Place. The northern boundary is adjacent to Factory Road and the southern boundary is formed by the southern side of Doon Street (Figure 1). Mosgiel's general topography is naturally flat, being situated on the Taieri floodplain, and this is echoed in the generally consistent, one-storey height of its residential housing stock. The proposed east Mosgiel GR2 area contains a fairly homogenous mix of mainly one-storey, mid-century brick and timber 'state bungalow' type housing intermixed with a few older timber cottages (Figure 2). Approximately 90% of the housing stock and town plan across this central area was constructed between the 1940s-1960s. House sections are very regular across the area with a typical size of 600-800m^2 and the site ratio is typically 1:1 (Figure 3). Within the area, the northern end of Arran Street has several multiple-dwellings units which break this pattern (Figure 4).

Typically observed building materials are weatherboard timber, brick (often textured), block and plaster with a mixture of iron, tile and concrete roofing materials. The dominant roof form is hipped with low gable roofs on other dwellings (Figure 5). Spey Street contains a small cluster of two-storey brick and timber dwellings which also follow this character in all but their height (Figure 6). Sections

feature open low hedges and fences creating permeability to the street, and most houses feature reasonably generous setbacks with sealed drives and car ports rather than garages, where present. Both the recurring low building heights and construction materials contribute to the sense of homogeneity of Mosgiel's eastern neighbourhood, which is reinforced by the relatively short construction period and state-building style of its dominant architectural character.

Character assessment scale

Low – Mixed – Mosgiel is slightly different to other Dunedin GR1 zones with either a Low or Mixed neighbourhood character, due to having a visibly dominant mid-century pattern of urban development and character. However, this strongly homogenous built character is offset by a generally low level of streetscape amenity and green character which weakens its sense of neighbourhood character as a whole. Therefore, it is considered that despite its homogenous character, there exists quite a high density of development across the proposed G2 area that is capable of absorbing further intensification of development without a detrimental effect on its broader residential neighbourhood character.

Potential threats to character

- Possibly larger, multi-unit developments that break up the homogenous urban grain of the existing GR1 area (but note size is limited under GR1 and GR2 zone rules so this threat is considered low).
- No other threats particularly identified.

Potential opportunities to maintain/enhance character

- New residential development provides an opportunity for creating new, quality dwellings and planting, with the potential to improve general streetscape amenity.

Mosgiel GR1 Capacity to Absorb Change

From observation, the current GR1 provisions have resulted in little significant change in either the pattern of development around the eastern Mosgiel area outlined above or its residential character since it was established. It was noticeable that the small amount of recent housing development within the areas varies little from the pattern of existing, mid-century dwellings in terms of their bulk form, height and general style, other than maximising the allowable building footprint, employing contemporary construction materials and often incorporating a garage.

Suggested areas for possible rezoning

The current GR1 zoned area identified as a potential GR2 area is considered capable of absorbing the potential increase in intensification from a residential character perspective, due to its existing, well-developed character. When transitioning from current GR1 and GR2 zones across the wider area (Church Street and Factory Road, for example), there is no strong change in built character or the pattern of development between the existing GR1 and adjoining GR2 areas.

Suggested guides (if any) for infill development

None recommended.

Figures

Figure 2: Doon Street (western end) illustrating the typical house form and style found across the wider east Mosgiel GR1 zone.

Figure 3: High street (looking north) illustrating the typical pattern of development (1:1 ratio) and low level of streetscape amenity.

Figure 4: Arran Street (north) looking north - example of more recent, duplex and multi-unit dwellings in the proposed GR2 area.

Figure 5: Spey Street (looking south) showing the typical house forms, scale and materials used across the area.

Figure 6: Spey Street (looking west) showing the few, two-storey versions of the more common, one-storey, state house style. Note the relatively open frontages, simple hedges and open driveways, typical of the area.

Appendix 9.2 Assessment of impact of potential GR2 zoning – Burgess Street & Surrounds (IN02) and Green Island (IN03)

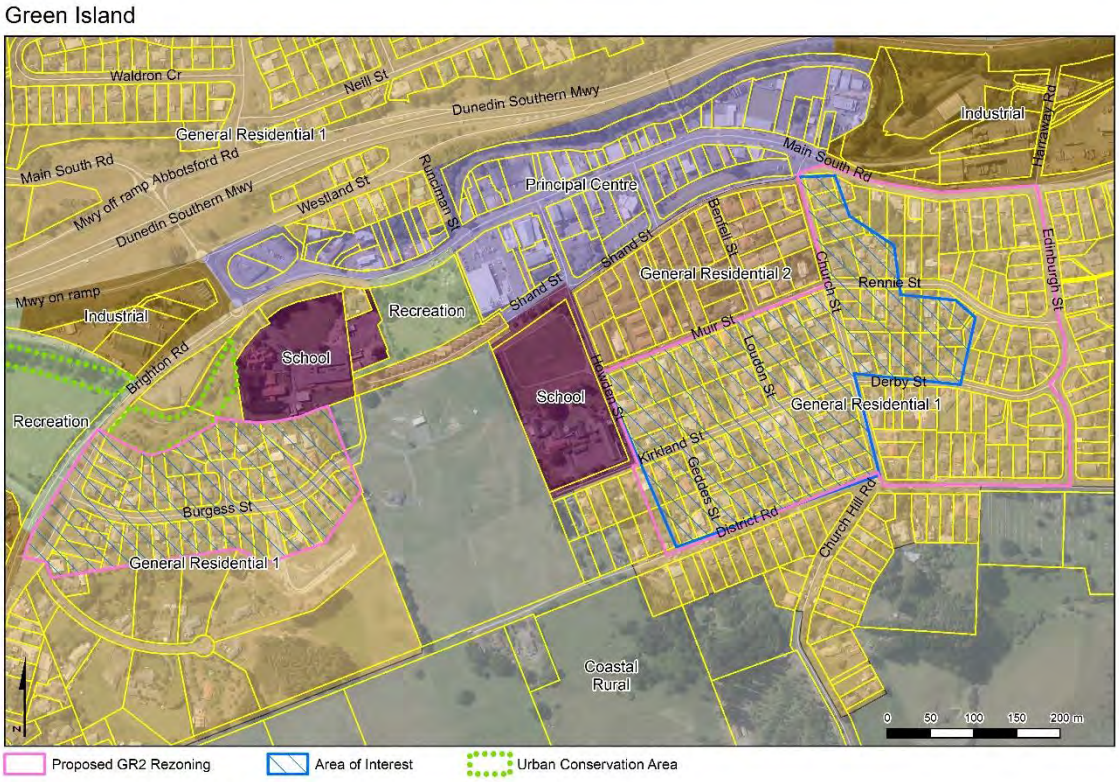

Figure 1: Green Island - Proposed GR2 Re-zoning Area

Characterisation

Residential streets are almost entirely contained on the lower half of the north facing slopes, between Burnside and the Brighton/Main South Road junction with Main South Road forming a border between the residential areas and the commercial centre and industrial zones. The suburb is serviced with a well-used commercial centre with residential streets accessed/exited from Main South Road and sometimes with limited connectivity/options due to adjoining rural land and landscape constraints (gullies). Green Island's character is based on simple brick mid-century housing as well as earlier timber housing. Site sizes are between 600-800m with a typical subdivision pattern that is constrained by topography and natural features.

Church/Howden Streets

This older residential area is located on the hillside directly behind the shopping centre and is one of the few areas on a regular street grid. This area has the suburb's most diverse housing stock with, brick and timber contemporary housing (including some low-rise unit development) and earlier bungalows, evenly representing about 80% of the building stock, while the remainder is made up of timber villas/cottages. (Figure 2) Aspects are generally excellent with north/west facing elevated sites (typically 600-800m^2). Grass verges and street-trees are not a regular feature and any sense of green

amenity is mostly derived from front gardens, hedges and views of nearby semi-rural landscapes. Front boundary treatments are mixed but generally low with houses overlooking the streets. Garaging is mixed but of a scale that does not dominate the streetscape. A considerable amount of subdivision has occurred near the western side of this block where more recent unit development is concentrated.

Church/Edinburgh Street

Similar subdivision pattern to the above area but a regular street grid is less pronounced, with several wide curved streets providing greater sense of openness at intersections. A less compact and coherent streetscape compared with the regular alignment found in the Church/Howden Street block. Housing character changes here with a concentration of small timber and tile state housing accounting for about 60% of the housing stock. There is also a reduced amount of early timber villas and cottages, suggesting a later era of subdivision. (Figure 3) Front gardens and street boundary treatments remain mixed and there are no verges/street trees to provide additional green amenity.

Burgess/Jensen Street

A small and separate pocket of housing to the west of St Peter Chanel primary school and accessed from Brighton Road (opposite Green Island landfill). Topography is noticeably flatter than the greater Green Island suburb allowing for a very uniform pattern of subdivision and development. The built character is further defined by a single era of development (1950/60s) and single storied state houses with uniform alignment and yard setbacks. Regular grass verges developed front gardens/lawns and low front boundary treatments further support a consistent streetscape character. Jensen Street displays some variety with two storied dwellings and demonstrates that additional height/intensity is possible, without adverse effects on character, providing well considered siting and basic detailing are employed. (Figure 4)

The area has good elevated westerly aspects providing excellent solar access and views towards Saddle Hill and over the southern parts of Kaikorai Valley.

A uniform open interface and views to rural hillsides and Saddle Hill provide a good sense of amenity. While this part of the suburb has a cohesive built character, it is not based on heritage or otherwise outstanding architecture and it would be capable of withstanding intensification providing the existing scale was considered.

Character assessment scale

Mixed – Green Island's GR1 zones are considerably constrained by topography and a staggered pattern of development. This has led to some pockets of residential streets (eastern edge of the suburb) being isolated from the greater suburb. Streets directly behind the commercial centre (defined by Church/Quarry/District) sit within a connected street network and share similar aspects and topography. While this area adjoins rural-land it is unlikely that a more intensified development would have negative impacts on the rural character as there is little residential zoning on the south edge of District Road.

Potential threats to character

- Demolition of remaining early character housing
- Semi-rural aspect on the edges altered by intensification

Potential opportunities to maintain/enhance character

- Maintains a viable principle commercial centre to build around
- Excellent solar access and aspect
- No singular strong built character to adhere to

Suggested areas for possible rezoning

All the identified areas in the proposed Green Island GR2 zone could be rezoned GR2 as the area has a mixed sense of cohesion without a single or outstanding architectural character to consider. Replacement of older housing provides an opportunity to take advantage of a good aspect while increasing density.

Suggested guides (if any) for infill development

Need to maintain the generous green amenity identified across the zone if an increase in development is considered, in order to avoid risking substantial loss of often mature vegetation across this area.

Green Island's GR1 Zone Capacity to Absorb Change

From observation, the current GR1 baseline has facilitated change within the identified area through the normal mechanisms of either rebuilding on existing sites or subdivision with new, infill development. From the pattern of development observed across the area, this has led to some of the older 'historic' character changing. There are few historic (or modern) buildings that provide significant landmarks within the suburb nor are there any significant landscape features within the built-up areas to consider. Given the modest and mixed character of Green Island, there is scope to intensify with a range of housing options.

Figures

Figure 2: Although some of the suburb's older timber housing is represented here, the character west of Church Street is defined by a mix of house types and age, including 1950/80s low rise houses as well unit redevelopment.

Figure 3: Housing east of Church Street is characterised more by 1940/50s state housing with fewer older cottages and villas. The street network is not as regular or connected as it is west of Church Street.

Figure 4: Jensen Street provides the most significant building variety with two storied housing dominating the street

Appendix 9.3 Assessment of impact of potential GR2 zoning – Concord (IN04)

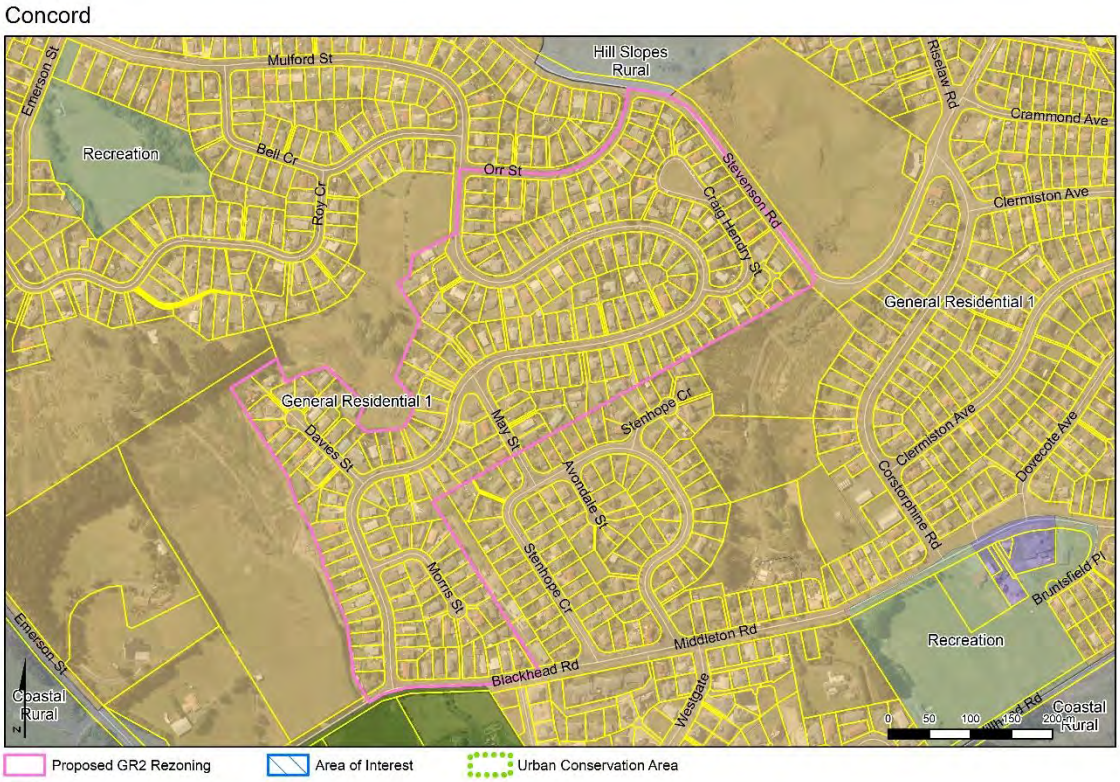

Figure 1: Concord - Proposed GR2 Re-zoning Area

Characterisation

The area being assessed for possible GR2 zoning encompasses an area in the south-east of Concord, following Mulford Road from its junction with Middleton Road, taking in the cul-de-sacs of Morris Street, Davies Street and Craig Hendry Street, as far as Orr Street and Stevenson Road. The area is located between the Concord shops on Main South Road and the Corstorphine neighbourhood centre on Middleton Road (Figure 1).

The area assessed for possible GR2 zoning is spread across a gentle hilltop lying across the 150m contour line, with downward slopes to the west, east and north. To the east of Mulford Road the topography slopes into a scrubby gully and similarly to the east, beyond Stenhope Crescent. Residential development continues to the north beyond Orr Street and to the south, across Middleton Road, is the recent Westgate development. Section sizes across the area range from approximately 530m^2 to 750m^2, with the most typical sizes in the 600-660m^2 range. Almost no sites were identified above the 800m^2 plus section size range.

The pattern of development across the assessment area is highly consistent, reflecting the mid-1970s construction of the Mulford Road subdivision as a Housing Corporation New Zealand-era development. Some houses were developed privately, but the majority appear to have been constructed by HCNZ for state housing. Hence, the typical pattern along Mulford Road, and within Morris, May, Craig Hendry and Orr Streets, is a one house per site ratio, with houses positioned generally facing the street, set-back from the section boundary when located on an uphill (of the street) slope or slightly closer to the pavement boundary when located on the downhill slope side (Figure 2). However, on balance, most houses are actually positioned roughly central in their section

with fairly modest rear gardens. Few duplex units and no flats were observed across the assessment area (one duplex is located near the corner of Craig Hendry and Mulford Streets). The majority of houses have their own spacious driveway leading to either an integral basement garage or open parking area, and only a small number with a separate garage structure or car port (Figure 3).

Typical boundary and frontage treatments across the assessment area feature a mixture of simple, open grassed frontages, timber fences or low walls, and to a lesser degree, mature gardens with shrubs, bushes and small trees (Figure 4). The majority of driveways are sloping, some steeply depending on the gradient, with the result that sections of Mulford Road and Orr Street in particular, have a tiered appearance following the sloping topography.

Architecturally, the assessment area has been developed with a range of one, and one-and-a-half storey, mainly brick or split-block and plaster houses (typically 2-3 bedrooms), featuring dominantly low-pitched hipped or gabled roofs. The houses are constructed with a variety of roof cladding treatments including clay or concrete tile, corrugated iron and some thin steel decromastic roof finishes (Figure 5). There is a relatively limited variability of architectural form and scale, with most dwellings representing the typical 1970s style found across Dunedin (low hipped/gabled roof, one-storey living floor and either full or semi-basement below, in brick/block and plastered around the basement level). A small number of houses within the assessment area feature timber or cement fibreboard claddings above a block or plastered block basement.

From a character perspective, the area is entirely representative of 1970s state housing development building pattern and style that has a distinctive albeit taken-for-granted character of its own. As such, it demonstrates a strong homogeneity of housing and development character across the assessment area that has value in itself, although this character is unlikely to be fully recognised by the wider Dunedin community.

Character assessment scale

Strong – one (or more) dominant built character represented in the area, with either a high level or less dominant level of streetscape amenity and greening/interest. Limited capability to absorb intensification of development without a detrimental effect on the area's dominant character. Design guidelines will be required to mitigate the potential effects of intensification.

Potential threats to character

- New development may not respond appropriately or respect the existing dominant built form of the former 1970s state housing, impacting its homogenous built character.
- Amalgamation of sections to allow intensification may lead to a loss of the regular pattern of sections and building to site ratios that are a consistent feature across the Concord assessment area.

Potential opportunities to maintain/enhance character

- Maintain GR1 zone performance standards and rules to restrict potential for increased density and section amalgamation.

Concord GR1 Zone Capacity to Absorb Change

Under the GR2 minimum site size rule, the typical 600-700m^2 section sizes would make future subdivision into two 300m^2 lots possible. Therefore, from a technical perspective, the assessment area has capacity to absorb an increase in housing density. However, the proposed GR2 zoning change is largely reliant on space being available to develop within existing property sections. Given the location of existing housing towards the centre of many sites, the foreseeable result is that only demolition and replacement of an existing dwelling (e.g. to two dwellings/duplexes) will allow this. This clearly raises the risk of demolition across the Concord assessment area if market forces make it viable; however, from observation of current development patterns, there appears to have been little appetite to redevelop built sections, so this risk may be low going forward. The good size and reasonable build quality of the existing 1970s dwellings, many of which are now in private ownership, coupled with their generally attractive outlooks, has played a factor in their stable pattern of development (Figure 6). Overall, it is considered that this area has fairly limited capacity to absorb change from a character perspective. However, in part due to its typically small section sizes, this element may help limit the pace of future development if it is rezoned to GR2.

Suggested areas for possible rezoning

None identified.

Suggested guides (if any) for infill development

If, and where, infill development is proposed, consideration should be given to design guidelines based on maintaining an appropriate form and character for new buildings that complements and constructs in sympathy with the 1970s state house building style found across this residential area.

Figures

Figure 2: View looking north along Mulford Street from Middleton Road.

Figure 3: Typical 1:1 site ratio with a single dwelling, driveway and integral garage found commonly across the Concord assessment area (Mulford Road at Morris Street).

Figure 4: Mulford Street (central portion) illustrating typical frontage and boundary treatments across the sloping sections.

Figure 5: Typical 1970s architectural treatments, scale and form (at Mulford and May Streets).

Figure 6: Orr Street (looking east) demonstrating the degree of homogeneity in building scale and form, with later cladding treatments creating variety and interest.

Appendix 9.4 Assessment of impact of potential GR2 zoning – Mornington (north) (IN05)

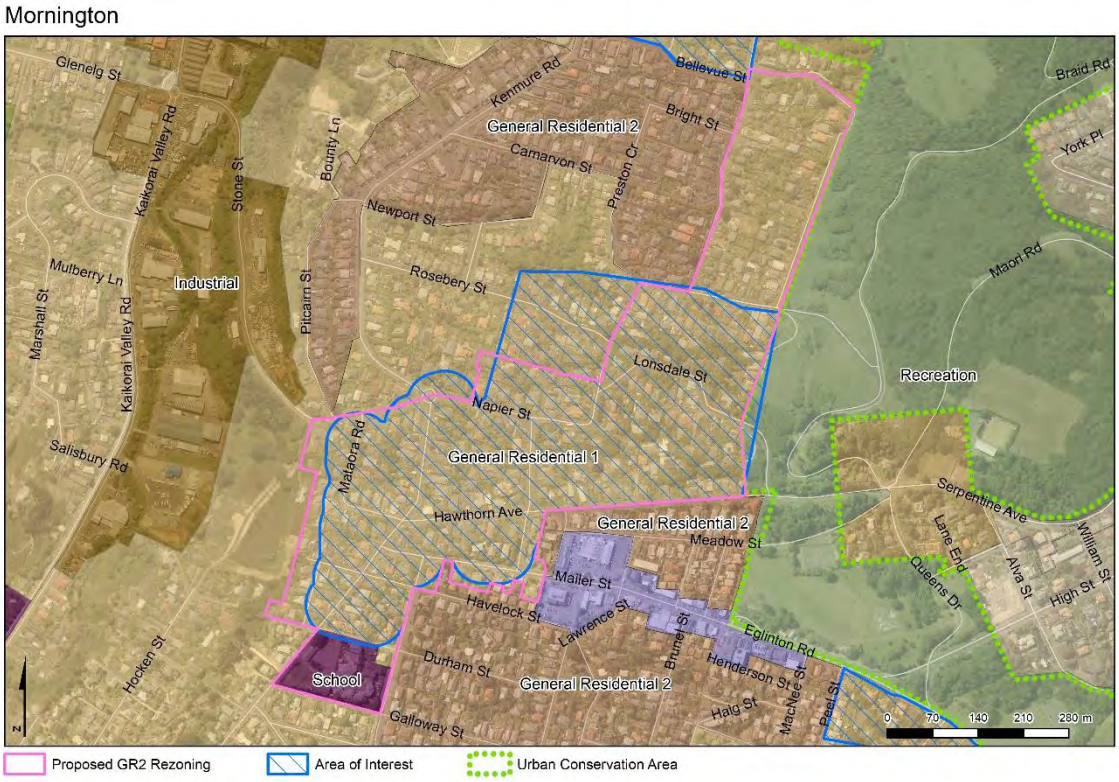

Figure 1: Mornington (north) - Proposed GR2 Re-zoning Area

Characterisation

Mornington (north) GR1 zone adjoins Roslyn to the north and extends south of Hawthorn Avenue to include streets between Elgin Road and Kenmure Road as well as streets between Roseberry and Durham Streets. Mornington (north) also includes the block defined by Harcourt Street and Granville Terrace. The suburb is elevated with most of it orientated towards the east, other than a small enclave on the west side of Kenmure Road.

Streetscapes within the southern part of the suburb tend to be more compact and adhere to a classic grid with a higher frequency of early timber housing (villas, cottages and bungalows) whereas streetscapes north of Mailer Street are more influenced by larger blocks, reduced street connections between blocks and a higher concentration of larger homes. Here there is a higher percentage of ornate brick bungalows and villas. Increased traffic movement and street design along Hawthorn Avenue, Jubilee and Napier Streets and Kenmure Road, detract from the residential amenity, despite the high architectural qualities of the area. (Figure 2) The northern areas of the suburb also exhibit more modern redevelopment and infill nestled amongst historic housing whereas, older cottages and villas tend to be more predominant south of Mailer Street. (Figure 3)

Housing throughout the subject area is generally of a high standard with good representation of early/mid-century architecture. The level of property investment and upkeep is also high with evidence of increased levels of maintenance/restoration of many of the older timber villas and cottages east of Elgin Road.

Area west of Elgin Road: This small additional area is tightly constrained between Elgin Road and topography overlooking Kaikorai Valley. Except for Mataora Road, the neighbourhood is made up of short sections of streets bisected by Elgin Road. Housing character is based on timber and brick bungalows and small timber cottages. The area sits somewhat isolated from the wider suburb and while the built character is good, there are no exceptional or consistent qualities to consider. Furthermore, due to the isolated nature of the area, it has the potential for good quality intensification without having negative effects on the local character or the wider character of Mornington.

Lonsdale Street represents a unique character within the suburb due to the extreme topography and its close proximity to the townbelt. While housing typology and era are consistent with the broader suburb, steep slopes have dictated a more site-specific response. Lonsdale Street winds up from the lower part of Hawthorne Avenue and connects with Beaumont Street above. (Figure 4) Significant retaining structures along the north edge of the street provide platforms for housing nestled above the street while housing to the south is more conventionally aligned allowing for front yards/gardens and garaging. (Figure 5)

Landscape amenity is largely provided by private gardens and hedges. Grass verges and street trees are not as prevalent as other suburbs however, the proximity to the town belt and pockets of vegetation within the centre of blocks provides a good level of green amenity throughout the suburb and the character of the area can be described as a balance between the built and natural landscape.

Generally, the suburb has upheld its historic character despite significant infill and where redevelopment has occurred it has not been overly detrimental to the surrounding character of the suburb. This is particularly true where architecture has responded to the critical characteristics of the suburb. (Figure 6)

Character assessment scale

Mixed – while there is no dominant single housing typology, architectural qualities are high, as are levels of maintenance and investment and this has ensured positive streetscape and amenity values. Historic development/subdivision has proved intensification is possible without overly affecting character, providing there is a reasonable quality of architecture.

Potential threats to character

- Poor architectural quality- including materials
- Demolition of old villas to maximise site potential
- Loss of leafy character

Potential opportunities to maintain/enhance character

- Encourage development behind existing character homes where possible.
- Topography provides opportunities for additional height below local streets.
- Provide design guidance (GR2 zone) so that new housing respects the built form and scale of existing development.

Suggested areas for possible rezoning/exclusion

Peel Street Exclusion: Peel Street is unique on the edge of Mornington. It is somewhat isolated because of topography and functions as a minor connection between Eglington Road and Glenpark Avenue. Small sites and workers' cottages are fundamental to the street's character. Some large historic homes provide landmarks at each end of the street. Despite some redevelopment (1970/80s) the street maintains its early timber vernacular while reduced scale, bulk and setbacks are almost constant. To maintain Peel Streets unique character, it was considered that rezoning would likely lead to demolition and loss of the streets unique and cohesive character and should therefore not be considered for rezoning.

Suggested guides (if any) for infill development

If and where infill development is proposed, design guidelines should be based on maintaining an appropriate form and character to ensure new buildings are sympathetic with existing housing. This would encourage designs that considered effects of mass/scale, critical building detail and materials. Quality contemporary responses should be encouraged. Guides to ensure the built/natural elements are maintained, should be considered.

Mornington (north) GR1 Zone Capacity to Absorb Change

The existing variety and scale of buildings would be compatible with well-designed intensification other than areas suggested for exclusion.

Figures

Figure 2: Napier Street: traffic movements impact on residential amenity in some parts of the suburb.

Figure 3: Harcourt Street: A mix of large historic homes and modern in-fill along Harcourt Street is typical along the west edge of Harcourt Street (shown on the left). In contrast, housing to the south of Mailer Street, tends to be more modest and within more enclosed streetscapes (shown on right).

Figure 4: Lonsdale Street connects into the town belt as it winds down from slopes within the suburb.

Figure 5: Housing along Lonsdale Street responds to topography with extensive retaining required on the north edge of the street whereas the southern edge of the street provides more level sites.

Figure 6: Well considered modern architecture preserves the positive streetscape along Preston Crescent

Appendix 9.5 Assessment of impact of potential GR2 zoning – Roslyn South (IN06)

Figure 1: Roslyn South - Proposed GR2 Re-zoning Area

Characterisation

The Roslyn South GR1 zone under consideration is located south of the Roslyn centre and Stuart Street and is characterised by its distinctive hilly topography that follows along the apex of Highgate road, and slopes off south and south-eastwards to the boundary formed by the town belt (Figure 1). Many of the properties situated within the Roslyn South area on the eastern slopes are naturally provided with broad and fine views across the CBD and to the harbour/coast. The area is also characterised by generous quantities of greening vegetation, both in the public and especially private realms, and the Town Belt forms a distinctive green border along the south-eastern edge of the GR1 zone area, adding positively to its residential amenity.

The proposed Roslyn South GR2 area is focused on a broad area encompassed by Bellevue Street to the south, moving northwards across Hart, Michie and Bruce Streets to Ross Street and to Scarba Street bordering the Town Belt. At the western boundary it crosses Highgate to encompass Belgrave and Lundie Street, following along the west side of Highgate to Hereford Street. It then crosses Kilgour and Leven Streets, ending along Sheen Street. Highgate Road at the top of the hillslope reaches the 200-210m contour at the south end, dropping to the 190m line at Sheen Street to the north; Scarba Street roughly sits along the 160-170m contour line.

The general character of the area is a green and leafy suburb with houses well-packed within a rough grid pattern of streets, laid out either radiating from Highgate (such as Ross and Leven Streets) or running parallel across the hill slope (Figure 2). The scale of the sections ranges from 500m^2 at the smallest to over 1000m^2 at the larger end, with many sections sitting in the generous 600-800m^2 range. Subdivision of larger sections (1,000m^2 plus) is plentiful (Figure 3) but quite a significant number of original large sections remain with a single (often large) dwelling on them, such as in the Highgate/Hart/Michie Street area and bottom end of Leven Street. It was noted that the sections between Highgate and Hart Street had been subject to a considerable amount of sub-division, with multiple leg-in properties still of a reasonable size. Even with these larger, spacious sections, the GR1 area generally feels quite densely developed partly due to the established subdivision of sections, and to the perception of density from often mature gardens and vegetation – trees, bush and substantial hedging, that feature in both the private and public realms (Figure 4).

The pattern of development is typified by a 1:1 building to site ratio, but in a few examples observed, small apartment blocks were present in Michie Street (e.g. Pacific Court) and Sheen Street (Figure 5). The architectural character of the dwellings ranges from timber heritage villas and larger cottages through to brick and plaster mid-century houses, with 1970s and '80s split block and brick developments, and a relatively small number of recent, contemporary infill dwellings. The area contains a high proportion of generously sized houses of one and two storey heights, with one-and-a-half storey fairly common, due to the sloping ground. Houses typically face the street affording stunning views across the city and harbour, but those facing west make the most of the views eastwards by the provision of decks and garden areas. A number of substantial timber and brick villas are present within the area, and in keeping with many other suburbs, construction materials feature timber weatherboard, brick, brick and plaster, split block and plain plastered exteriors. Roof forms and cladding vary across the area according to house style and age, but a number of older houses feature character slate roofs, whilst many others have variations on corrugated iron/steel and tiled roof forms with gable and hipped profiles (Figure 6).

Boundary and frontage treatments feature the usual array of timber fencing, masonry retaining walls and block walls, but there is a proliferation of softer green treatments such as hedges and trees. Most dwellings are set back moderately from their front boundaries with garages (both basement and separate), drives and front gardens present; within the Leven/Sheen and Scarba Street blocks extended dog-leg drives are noticeable with subdivided sections featuring houses tucked well away from the street. In conclusion, it is the combination of quality, more substantive housing, comfortably scaled streets and generous amounts of greening that generate the leafy and attractive streetscape character of the area (Figure 7).

The area enclosed by Epsilon, Gamma, Beta and Delta Street (referred to informally as the Greek Quarter) was also initially included within the proposed GR2 rezoning. However, this area was excluded from final assessment due to the homogenous and strong built-heritage character demonstrated within the area. It was concluded that to include this within an enlarged GR2 would place the distinct and historic character of this area at risk in the future. It was noted during the ground assessment for this area, that the properties facing onto Highgate along the eastern edge of

the Greek Quarter, do not display the same homogenous historic character as the buildings to the west and therefore these have been included in the area to be rezoned GR2.

Character assessment scale

Mixed Character – no dominant built character within the area, but a good representation of established (19th and 20th century) housing stock mixed with a higher level of streetscape amenity and greening/interest. Capable of absorbing some intensification of development without a detrimental effect on the area's character, but streetscape amenity may be threatened. Design guidelines may be required to mitigate the potential effects of intensification.

Potential threats to character

- An introduction and possible proliferation of nondescript architectural designs amongst the character housing across the area will dilute the quality of the existing built character and also the streetscape value.
- Loss of existing levels of green amenity, particularly along streets and in the centre of blocks where larger areas of mature vegetation/planting occur.

Potential opportunities to maintain/enhance character

- Encourage new planting when existing vegetation requires removal for new development to maintain the positive levels of greening across the area.
- Encourage quality and original design in new build architecture to complement and contribute to the existing mixed-character building stock.

Roslyn South GR1 Zone Capacity to Absorb Change

From observation, the current GR1 baseline has enabled a degree of change within the current GR1 Zone area, from the dominant, single-unit dwelling to a small number of modest apartment blocks and duplexes. Interestingly, it has also accommodated the development of a retirement home (Leslie Groves in Sheen Street) quite successfully through controlling its scale and form, maintaining the neighbouring residential streetscape character and green amenity. As noted, the area already maintains a fairly dense development feel despite analysis indicating that the dwellings are in fact fairly well spaced, and there still remains quite large sections capable of subdivision. As also noted, the sense of density is attributed to the, in places, quite dense planting, mature gardens and general abundance of greenery present across the area that infills the spaces between houses. Coupled with a slightly narrower street plan than some other Dunedin neighbourhoods (Corstorphine or St Clair, for example), the sense of density increases. Therefore, a further gradual increase in dwellings or dwelling types (such as duplexes or small apartment complexes) are unlikely to substantially alter the current development and streetscape character of Roslyn South. However, it does risk reducing the green

amenity of the area by taking up land that is currently planted, so consideration of controls around replacement planting to mitigate such an impact should be considered.

Suggested areas for possible rezoning

All of the identified areas in the proposed Roslyn South GR2 zone (apart from the Greek quarter discussed above) could be rezoned GR2 as the area already has a feel or sense of GR2 density through the concentration and scale of its present development. This typically features fairly substantial houses on generous sections with boundaries that are frequently heavily vegetated, increasing the sense of density across the area.

Suggested guides (if any) for infill development

Need to maintain the generous green amenity identified across the zone if an increase in development is considered, in order to avoid risking substantial loss of often mature vegetation across this area.

Figures

Figure 2: Hart Street, looking north demonstrating typical greening and pattern of development in the area.

Figure 3: Typical style of subdivision with leg-ins to rear dwellings, Sheen Street looking south.

Figure 4: The junction of Highgate and Sheen Street, looking north-west with the typical pattern of development including subdivision of large sections behind the established dwelling.

Figure 5: Sheen Street Apartments, Sheen Street.

Figure 6: Older character building in Scarba Street with mature boundary treatment and traditional materials (e.g. the slate roofing) contributing to the mixed residential character of the area.

Figure 7: Scarba Street, looking south-west, demonstrating the sense of density in the streetscape through mature greening of the sections in combination with existing built development.

Appendix 9.6 Assessment of impact of potential GR2 zoning – Roslyn North (IN08)

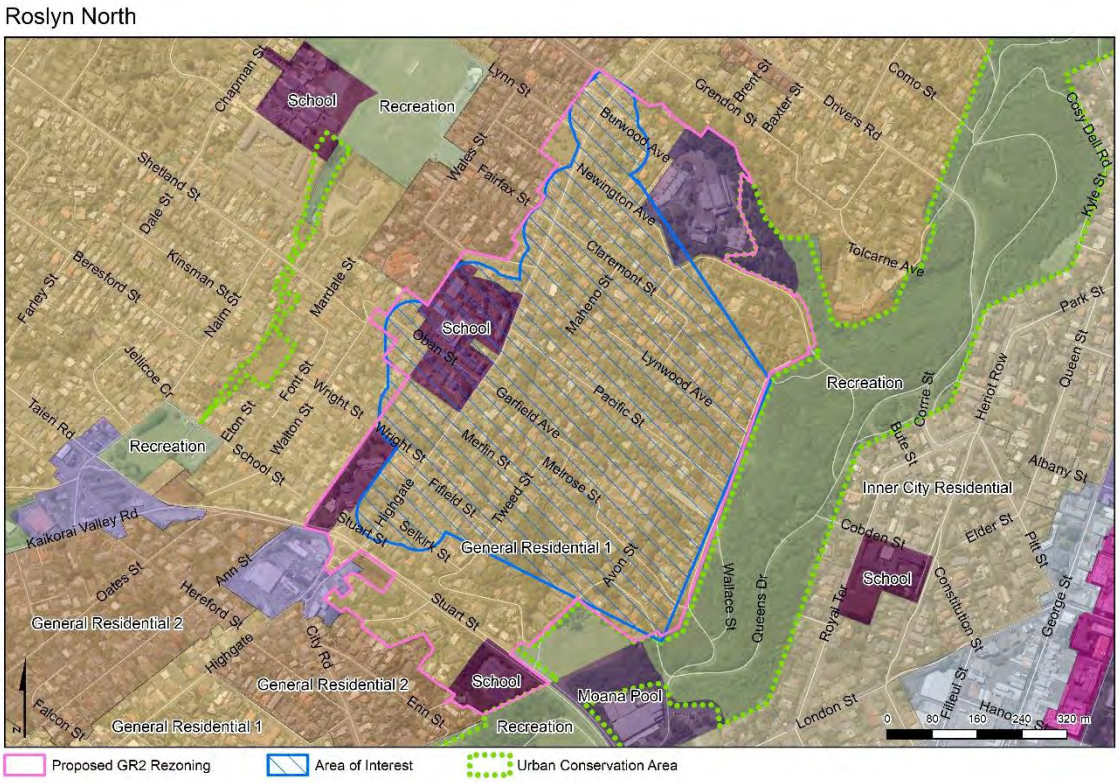

Figure 1: Roslyn North - Proposed GR2 Re-zoning Area

Characterisation

The Roslyn North GR1 zone under consideration is located north-east of the Roslyn centre and is characterised by its distinctive hilly topography that follows along the apex of Highgate road, and slopes off south and south-eastwards to the boundary formed by the town belt (Figure 1). Many of the properties situated within the Roslyn North area on the eastern slopes are naturally provided with broad and fine views across the CBD and to the harbour/coast, much like their Roslyn South and Maori Hill GR1 zone neighbours. The area is also characterised by generous quantities of greening vegetation, both in the public and especially private realms, and the Town Belt forms a distinctive green border along the edge of the GR1 zone area, adding positively to its residential amenity.

The proposed Roslyn North GR2 area is focused on a broad area encompassed by Stuart Street to the south, moving northwards across Selkirk, Fifield and Pacific Streets to Claremont Street and Burwood Avenue. South of Stuart Street, the area includes the properties on either side of Strathmore Crescent and Otago Boys High tennis courts. Along the eastern boundary, Wallace Street borders the Town Belt and along the western side Tyne Street and Highgate itself mark the proposed boundary. Highgate Road at the top of the hillslope stretches between the 160m contour at the south end, dropping slightly to the 150m line at Burwood Avenue to the north; Wallace Street roughly sits along the 100-110m contour line.

The general character of the area is a green and leafy suburb with houses well-packed within a rough grid pattern of streets, laid out either radiating from Highgate (such as Selkirk and Melin Streets) or running parallel with the hill slope (for example, Tyne, Tweed and Maheno Street). The scale of the sections ranges from 500m^2 at the smallest to over 1000m^2 at the larger end, with many sections sitting in the generous 600-800m^2 range. Subdivision of larger sections (1,000m^2 plus) is plentiful (Figure 2) but quite a significant number of original large sections remain with a single (often large) dwelling on them, such as in the Selkirk/Tweed Street area. Even with these larger, spacious sections, the GR1 area generally feels quite densely developed partly due to the established subdivision of sections, and to the perception of density from often mature gardens and vegetation – trees, bush and substantial hedging, that feature in both the private and public realms (Figure 3).

The pattern of development is typified by a 1:1 building to site ratio. The architectural character of the dwellings ranges from timber heritage villas and larger cottages through to brick and plaster mid-century houses, with 1970s and '80s split block and brick developments, and a number of more recent, contemporary infill dwellings (Figure 4). The area contains a high proportion of generously sized houses of one and two storey heights, with one-and-a-half storey fairly common, due to the sloping ground. Houses typically face the street affording stunning views across the city and harbour, but those facing east make the most of the views eastwards by the provision of decks and garden areas. A number of substantial timber and brick villas are present within the area, and in keeping with many other suburbs, construction materials feature timber weatherboard, brick, brick and plaster, split block and plain plastered exteriors (Figure 5). Roof forms and cladding vary across the area according to house style and age, but a number of the older houses feature interesting slate roofs, whilst many others have variations on corrugated iron/steel roof forms with gable and hipped profiles (Figure 6).

Boundary and frontage treatments feature the usual array of timber fencing, masonry retaining walls and block walls, but there is a proliferation of softer green treatments such as hedges and trees. Most dwellings are set back moderately from their front boundaries with garages (both basement and separate), drives and front gardens present; within the Pacific, Merlin and Garfield Street blocks extended dog-leg drives are noticeable with subdivided rear sections featuring houses tucked well away from the street. In conclusion, it is the combination of quality, more substantive housing, comfortably scaled streets and generous amounts of greening that generate the leafy and attractive streetscape character of the Roslyn North GR1 zone area.

Character assessment scale

Mixed Character – no dominant built character within the area, but a good representation of established (19th and 20th century) housing stock mixed with a higher level of streetscape amenity and greening/interest. Capable of absorbing some intensification of development without a detrimental effect on the area's character, but streetscape amenity may be threatened. Design guidelines may be required to mitigate the potential effects of intensification.

Potential threats to character

- An introduction and possible proliferation of nondescript architectural designs amongst the character housing across the area will dilute the quality of the existing built character and also the streetscape value.
- Loss of existing levels of green amenity, particularly along streets and in the centre of blocks where larger areas of mature vegetation/planting occur.

Potential opportunities to maintain/enhance character

- Encourage new planting when existing vegetation requires removal for new development to maintain the positive levels of greening across the area.
- Encourage quality and original design in new build architecture to complement and contribute to the existing mixed-character building stock.

Roslyn North GR1 Zone Capacity to Absorb Change

From observation, the current GR1 baseline has enabled a degree of change within the current GR1 Zone area, from the dominant, single-unit on a large section pattern, to a greater number of smaller sections with a single dwelling constructed on it. As noted, the area already maintains a fairly dense development feel despite analysis indicating that the dwellings are in fact fairly well spaced, and there still remains quite large sections capable of subdivision. As also noted, the sense of density is attributed to the, in places, quite dense planting, mature gardens and general abundance of greenery present across the area that infills the spaces between houses. Coupled with a slightly narrower street plan than some other Dunedin neighbourhoods (Corstorphine or St Clair, for example), the sense of density increases. Therefore, a further gradual increase in dwellings or dwelling types (such as duplexes or small apartment complexes) are unlikely to substantially alter the current development and streetscape character of Roslyn North. However, it does risk reducing the green amenity of the area by taking up land that is currently planted, so consideration of controls around replacement planting to mitigate such an impact should be considered.

Suggested areas for possible rezoning

All of the identified areas in the proposed Roslyn North GR2 zone could be rezoned GR2 as the area already has a feel or sense of GR2 density through the concentration and scale of its present development. This typically features fairly substantial houses on generous sections with boundaries that are frequently heavily vegetated, increasing the sense of density across the area.

Suggested guides (if any) for infill development

Need to maintain the generous green amenity identified across the zone if an increase in development is considered, in order to avoid risking substantial loss of often mature vegetation across this area.

Figures

Figure 2: Selkirk Street (north side) with mixed period housing and demonstrating the typical pattern of development involving subdivision of originally large sections either behind or in front of an earlier dwelling.

Figure 3: Pacific Street looking north to Highgate, illustrating the typical pattern of development, mixed residential character and streetscape within the existing GR1 zone.

Figure 4: Pacific Street - example of the many large period houses and villas found across the area with mature and attractive frontages creating high levels of amenity and a sense of urban density.

Figure 5: Claremont Street - substantial period dwellings with more contemporary infill design following similar bulk and section ratios.

Figure 6: Older character buildings between Stuart Street and Tweed/Selkirk Street (looking south) with mature boundary treatments and traditional materials (e.g. slate and iron roofing) contributing to the mixed residential character of the area.

Appendix 9.7 Assessment of impact of potential GR2 zoning – Maori Hill (IN09)

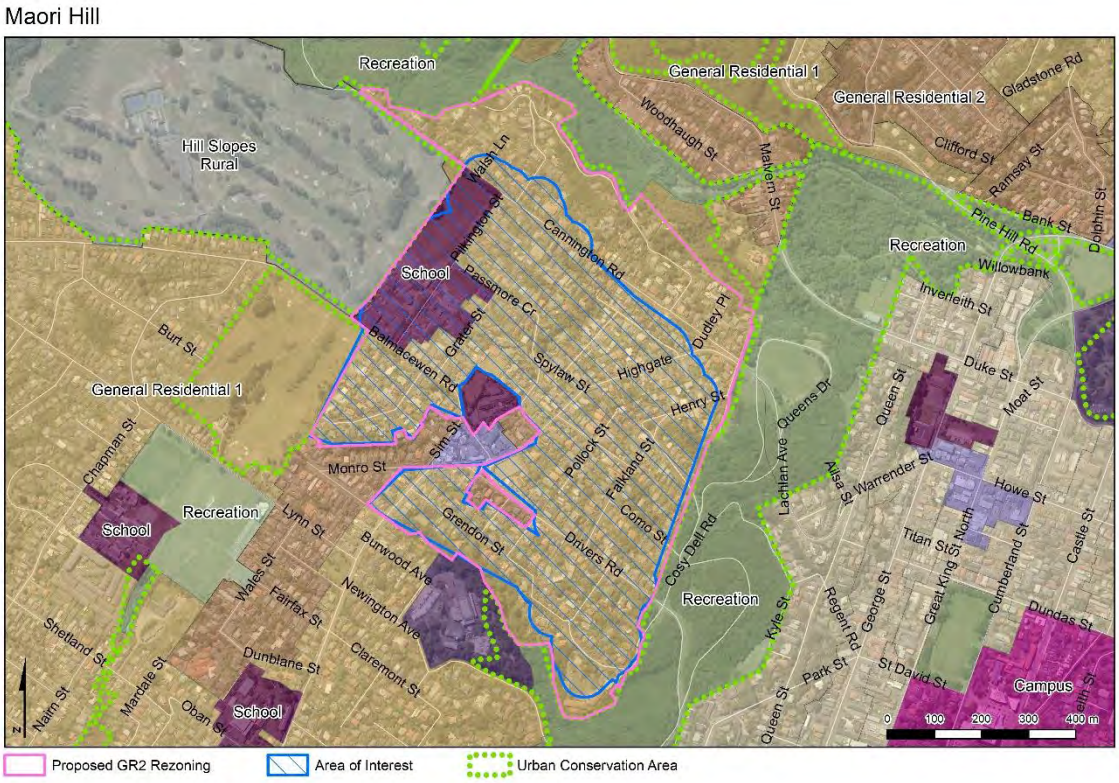

Figure 1: Maori Hill - Proposed GR2 Re-zoning Area

Characterisation

The Maori Hill GR1 zone under consideration is characterised by its distinctive hill topography sloping from the apex along Highgate, both westwards and eastwards, and finally in a northerly downward slope towards the town belt along Braeview Crescent (Figure 1). Most of the properties situated along Highgate and on the south/eastern slopes are naturally provided with broad and fine views across the CBD and to the harbour/coast. Properties on the western side of Highgate often look to equally broad views northwards towards Pine Hill. The area is characterised by generous quantities of greening vegetation, both in the public and especially private realms, and the Town Belt forms a distinctive green border along the northern and eastern edges of the GR1 zone, adding positively to its residential amenity.

The Maori Hill proposed GR2 zone area is mainly focused on a large block of well-established, hillside development on the east and west sides of Highgate road. It roughly spans from the Butler Street/Grendon Street junction with Highgate at the south end to Braeview Crescent at the north end, with a break in the middle created by the neighbourhood centre zone of Highgate/Balmacewen Road. The John McGlashan school site adjoins this GR1 area along the north-western boundary of Pilkington Street, and the eastern boundary is formed by the Town Belt. The pattern of development across Maori Hill reflects the local topography, with Highgate continuing along the top of the ridge and side

streets leading off towards the Town belt or in parallel. At the northern end, the street pattern becomes slightly less grid-like due to a change in topography marking the end of the western ridgeline as it slopes down into the Leith Valley. Houses on the eastern slope are afforded city-wide views, with those along the upper slope having probably the most spectacular and expansive viewsheds of all.

A 1:1 building to site ratio is typical across both parts of the Maori Hill GR1 area and it is also characterised by the presence of often substantial one or two storey dwellings featuring well-planted gardens and frontages, on larger sections typically ranging between 650m^2-1,000m^2 or greater (Figure 2). Although plenty of subdivision of the original 1,000m^2+ sections has taken place, it is noticeable that quite a number of these still remain, particularly in the southern portion of the GR1 zone along Grendon Street and Drivers Road, and they particularly feature dense planting and a high level of green amenity as they approach the Town Belt (Figure 3). Grater, Pilkington and Como streets all feature avenues of trees in the public realm which adds to the leafy suburban character of the whole GR1 area (Figure 4). Boundary and frontage treatments feature the usual array of timber fencing, masonry retaining walls and concrete block walls, but as with similar areas such as Roslyn, there is a proliferation of softer green treatments such as hedges and trees. Most dwellings are set back moderately from their front boundaries with garages or carports, drives and front gardens all present (Figure 5).

Architecturally, the Maori Hill area is fairly evenly mixed with timber heritage villas and larger cottages through to brick and plaster mid-century houses, with 1970s and '80s split block and brick developments - some architecturally designed, and a number of recent, contemporary infill dwellings. The area contains a high proportion of generously sized houses of one and many two storey heights, with one-and-a-half storey fairly common, due to the sloping ground. Houses typically face the street affording stunning views across the city and harbour. A number of substantial timber and brick villas and early 20th century houses are present within the area, and in keeping with many other suburbs, construction materials feature timber weatherboard, brick, brick and plaster, split block and plain plastered exteriors. Roof forms and cladding vary across the area according to house style and age, but a number of older houses feature interesting slate roofs, whilst many others have variations on corrugated iron/steel roof forms with gable and hipped profiles. The northern portion of the Maori Hill GR1 area, centred on Passmore Crescent, follows a similar pattern of development to the southern portion. However, one slight difference in built character is the somewhat later age (e.g. early-mid-20th century) and construction style of many of the houses in the northern area, with brick or plastered masonry more visible alongside the copious number of timber dwellings (Figure 6).

In conclusion, it is the combination of period architectural designs of quality, attractive variations in materials, and more substantive housing forms set within comfortably scaled streets with generous amounts of greening, that generate the leafy and attractive heterogenous streetscape character of the area (Figure 7).

Character assessment scale

Mixed Character – no dominant built character within the area, but a good representation of established (19th and 20th century) housing stock mixed with a higher level of streetscape amenity and greening/interest. Capable of absorbing <u>some</u> intensification of development without a detrimental

effect on the area's character, but streetscape amenity may be threatened. Design guidelines may be required to mitigate the potential effects of intensification.

Potential threats to character

- An introduction and possible proliferation of nondescript architectural designs on a smaller footprint, amongst the character-built and architect-designed housing across the area will dilute the quality of the existing built character and potentially the streetscape pattern.
- A substantial increase in the relatively few multi-unit dwellings within the Maori Hill area risks disrupting the 1:1 pattern of development and larger built scale, affecting the general neighbourhood character of the area.
- Loss of existing levels of green amenity, particularly along streets and in the centre of blocks where larger areas of mature vegetation/planting occur.

Potential opportunities to maintain/enhance character

- Encourage new planting when existing vegetation requires removal for new development to maintain the positive levels of greening across the area.
- Encourage quality and original design in new build architecture to complement and contribute to the existing mixed character of the Maori Hill building stock.

Maori Hill GR1 Zone Capacity to Absorb Change

From observation, the current GR1 baseline has facilitated change within the identified Maori Hill area through the normal mechanisms of either rebuilding on existing sites or subdivision with new, infill development. From the pattern of development observed across the area, this has enabled the older, 'historic' character of the area to change gradually, creating a mixed character in terms of the architecture and materials of the houses, and also the scale of gardens and other greening elements. Substantial clusters and concentrations of mature vegetation are present within many sections, which by their nature provide opportunities for future development capacity, but that in turn risks adversely altering the amenity value of the current balance of built and green suburban development in Maori Hill.

As noted, there is a sense of density already present across the GR1 Zone that is attributable to the fairly dense planting, flourishing gardens and general abundance of greenery present across the area that fills the spaces between houses. Coupled with a similar, slightly narrower street plan than some other neighbourhoods, this sense of density increases. Therefore, a further gradual increase in dwellings or dwelling types (such as duplexes or small apartment complexes) are unlikely to substantially alter the current development and streetscape character of Maori Hill. However, it does risk reducing the green amenity of the area by taking up land that was once planted, so consideration of controls around replacement planting to mitigate such an impact should be considered. Other character factors such as street-facing entry and front gardens to houses, to maintain their visual connection with the street, is also important to consider.

Suggested areas for possible rezoning

The Maori Hill GR1 zone area could be rezoned GR2 as the area already has a feel or sense of GR2 through the density and larger scale of its present development pattern, which features quite substantial houses on generous sections with boundaries that are frequently heavily vegetated, increasing the sense of density. The proposed GR2 boundaries presented in Figure 1 are considered appropriate in the wider Maori Hill residential context.

Suggested guides (if any) for infill development

Need to maintain the generous green amenity identified across the zone if an increase in development is considered, in order to avoid risking substantial loss of often mature vegetation across this area.

Figures

Figure 2: View looking south along Grendon Street of character period housing with contemporary development at the street frontage to left of view.

Figure 3: View looking east towards the town belt from the Grendon Street -Tolcarne Avenue junction illustrating the greening-built scale relationship typical of the Maori Hill area.

Figure 4: Streetscape greening - Grater Street avenue of trees, looking south-west.

Figure 5: Front garden/boundary treatments creating a character streetscape - Cannington Road, looking north-east.

Figure 6: Mid-20th Century development in Cairnhill Street, looking north.

Figure 7: Typical neighbourhood character and amenity streetscaping in Maori Hill - Highgate, looking east along Highgate to the town belt and Pine Hill.

Appendix 9.8 Assessment of impact of potential GR2 zoning – Wakari (IN11)

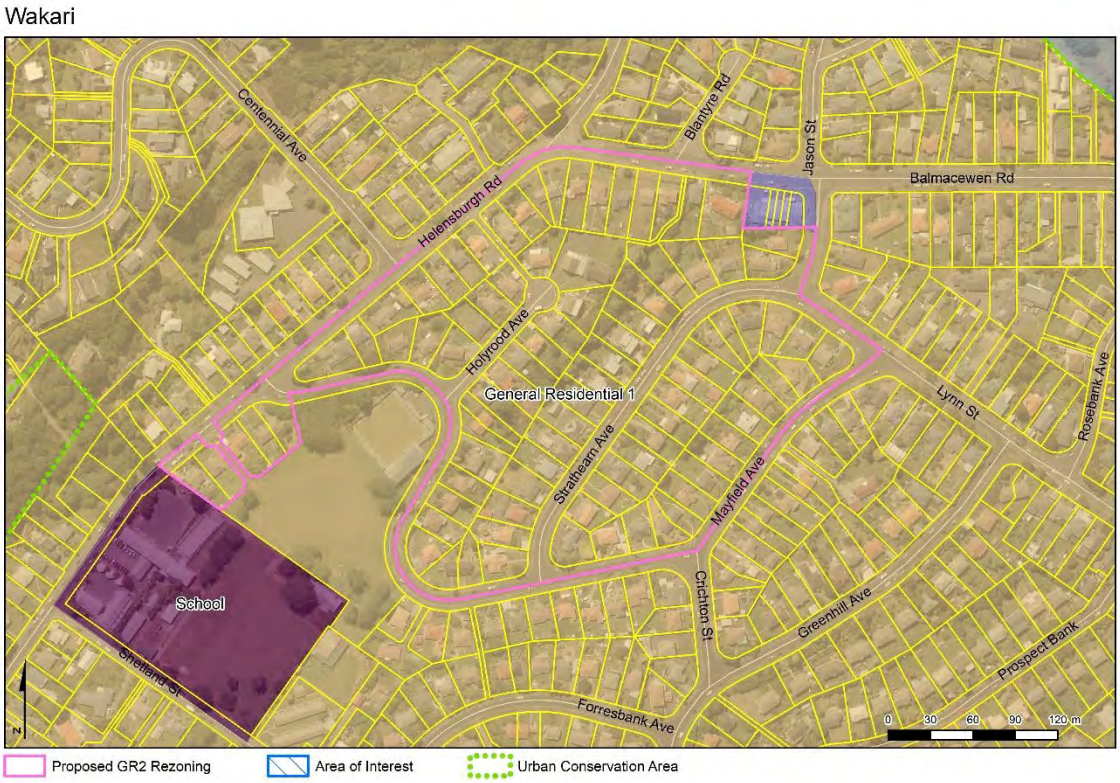

Figure 1: Wakari - Proposed GR2 Re-zoning Area

Characterisation

The area being assessed for possible GR2 zoning encompasses an area centred to the north-east of the Wakari neighbourhood centre (Figure 1). It follows Mayfield Avenue from its junction with Helensburgh Road, taking in the cul-de-sac of Holyrood Avenue and the through road of Strathearn Avenue, to its junction with Lynn Street. Here, the area boundary returns to the north and then west along Lynn Street to join Helensburgh Road, and then follows this down to Mayfield Avenue, taking in the four sections immediately south of the junction.

The area assessed for possible GR2 zoning is spread across a south-east to north-west hillslope lying roughly between the 190m to 174m contours, with downward slopes running west. The topography dips to the north-east generally, but noticeably along Holyrood Avenue and along Mayfield Avenue down to Lynn Street. Section sizes across the area typically range from the smaller 660-680m^2 sections to 700-750m^2, with the most typical sizes in the 650-750m^2 range. Almost none were identified above the 800m2 plus section size range (only the former Holyrood church/Scout rooms are on a larger, 1753m^2 section.

The pattern of development across the assessment area is highly consistent, reflecting the 1938-39 construction era of the Mayfield Avenue/Lynn Street area as part of the state housing, Wakari Housing Block, developed by the then, Department of Housing Construction (launched in 1936 by the NZ Labour Government; Figure 2). As a result of its planned development, the typical pattern across the whole assessment area, is a 1:1 building to site ratio, with houses positioned generally facing the street, set well-back from the section boundary when located on an uphill (of the street) slope or slightly closer to the pavement boundary when located on the downhill slope side (Figure 3).

However, on balance, most houses are actually positioned roughly central in their section with fairly modest rear gardens, typical of their late 1930s state housing. No obvious duplex or flats were observed across the assessment area. The majority of houses have their own driveway or parking area, with a considerable number having a separate garage constructed of brick or steel.

Typical boundary and frontage treatments across the assessment area feature a wide mixture of types, featuring hedges, timber fences and low walls, and to a smaller degree, mature gardens with shrubs, bushes and small trees (Figure 4). Some sections have simple wire fenced or open boundaries, but these are less common compared to other, later state housing developments, such as at Corstorphine. The majority of driveways are sloping, some reasonably steeply depending on the gradient, with the result that sections off of Strathearn Avenue and Mayfield Avenue, have a sloping appearance following the sloping topography down to Helensburgh Road.

Architecturally, the assessment area has been developed with a range of mainly one-storey (some with semi-basements on slopes), either brick (and roughcast plaster) or timber weatherboard houses (typically 2-3 bedrooms), featuring dominantly low-pitched hipped or single gabled roofs (Figure 5). A small number of houses along the eastern side of Strathearn Avenue are of two-storey construction, but of the same age (Figure 6). The houses are constructed with a variety of roof cladding treatments including many with clay or concrete tile finishes, corrugated iron and some thin steel decromastic 'tile' roof finishes. There is a relatively limited variability of architectural form and scale, with most dwellings representing the typical 1938/39 state house style found elsewhere across Dunedin and New Zealand (low hipped/gabled roof, one-storey living floor and either full or semi-basement below, in brick/timber).

From a character perspective, the assessment area is entirely representative of 1938/39 early state housing development building pattern and style that has a distinctive albeit taken-for-granted character of its own. As such, it demonstrates a strong homogeneity of housing and development character across the assessment area that has value in itself, although this character may not be fully recognised by the wider Dunedin community.

Character assessment scale

Strong – one (or more) dominant built character represented in the area, with either a high level or less dominant level of streetscape amenity and greening/interest. Limited capability to absorb intensification of development without a detrimental effect on the area's dominant character. Design guidelines will be required to mitigate the potential effects of intensification.

Potential threats to character

- New development may not respond appropriately or respect the existing dominant built form of the former late 1930 state housing, impacting its homogenous built character.
- Amalgamation of sections to allow intensification may lead to a loss of the regular pattern of sections and building to site ratios that are a consistent feature across the Wakari assessment area.

Potential opportunities to maintain/enhance character

- Maintain GR1 zone performance standards and rules to restrict potential for increased density and section amalgamation.

Wakari GR1 Zone Capacity to Absorb Change

The typically 650-750m^2 range of section sizes makes future subdivision, under the current GR2 minimum site size rule, into two 300m^2 lots with new development possible; therefore, from a technical perspective, the assessment area has capacity to absorb an increase in housing density. The proposed GR2 zoning change is largely heavily reliant on space being available to develop within existing property sections, with the foreseeable result that only demolition of an existing dwelling to facilitate more development (e.g. two dwellings/duplexes) will allow this. This clearly raises the risk of demolition across the Wakari assessment area if market forces make it viable; however, from observation of current development patterns, there appears to have been little appetite to redevelop built sections, so this risk may be low going forward. The good size and reasonable build quality of the existing late 1930s dwellings, many of which are now in private not state ownership, coupled with their generally attractive outlooks, has played a factor in their stable pattern of development. Overall, it is considered that the Wakari area assessed has fairly limited capacity to absorb change from a character perspective and in part due to its typically small section sizes, and this element may help slow the pace of future development if it is rezoned to GR2, allowing greater density in residential areas.

Suggested areas for possible rezoning

None identified.

Suggested guides (if any) for infill development:

If, and where, infill development is proposed, consideration should be given to design guidelines based on maintaining an appropriate form and character for new buildings that complements and constructs in sympathy with the late 1930s state house building style found across this residential area.

Figures

Figure 2: View looking northwards along Strathearn Avenue showing the typical pattern of development, 1:1 building to site ratio and undulating topography.

Figure 3: Looking along Mayfield Avenue at the typical house form a scale with dwellings generally set mid-way in their sections with dense frontages and many with garages and or driveways.

Figure 4: Houses along Mayfield Avenue with sloping frontages and garages.

Figure 5: Typical late 1930s state house form and materials – Strathearn Avenue.

Figure 6: Scarce two-storey house form located on Strathearn Avenue of the same 1938/39 construction period.

Appendix 9.9 Assessment of impact of potential GR2 zoning – Andersons Bay - Musselburgh (IN13)

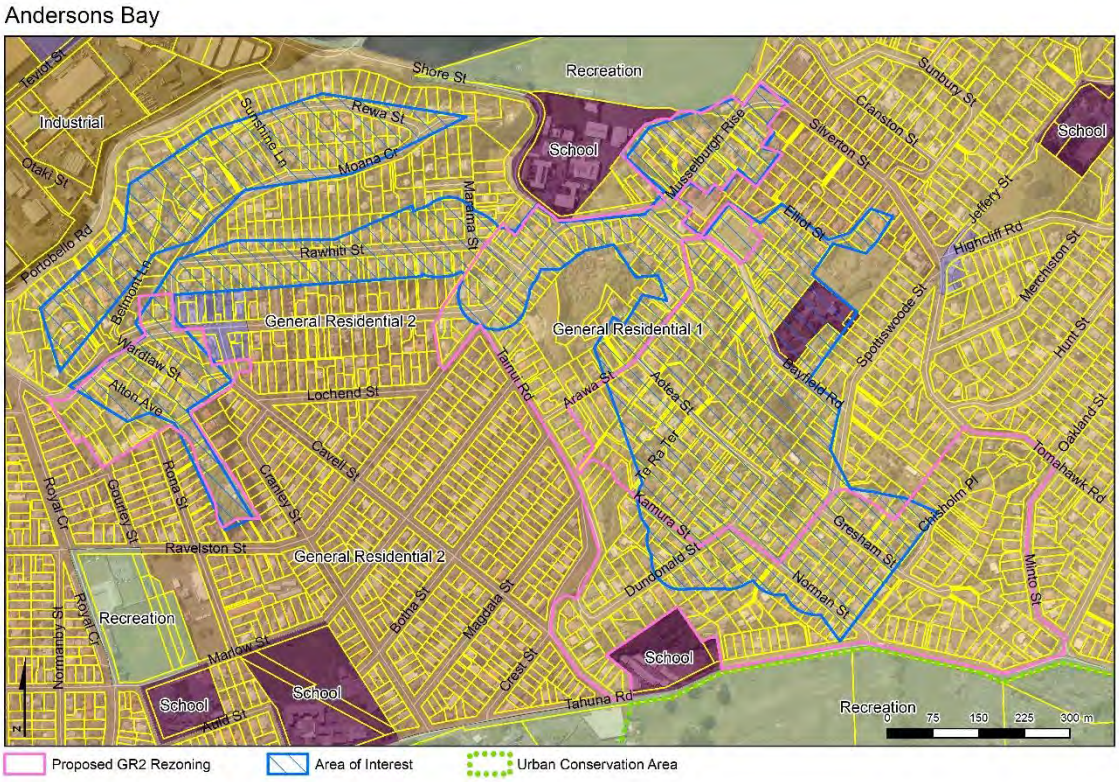

Figure 1: Andersons Bay - Proposed GR2 Re-zoning Area

Characterisation

Andersons Bay and Musselburgh (Figure 1) cover a large area between Portobello Road/ Bayfield Inlet and St Kilda Beach. This includes the flat areas along Musselburgh Rise and Tainui as well as the steep hillside of Sunshine. The area also extends south to Tahuna Road and west of Tomahawk Road. Musselburgh Rise and Silverton Street form a main traffic corridor through both suburbs before branching at the intersection of Highcliff and Tomahawk Roads (The Andersons Bay Terminus). Elevated aspects provide views across the harbour as well as views towards eastern beaches and coastline. Local street networks are dictated by topography with regular street grids being applied where practical. Both suburbs are serviced by local commercial centres.

Sunshine Hill/Rawhiti Street/Belmont Lane

Sunshine Hill rises sharply from Musselburgh Rise and drops almost sheer onto Portobello Road. The eastern slopes, between Rawhiti Street and the southern edge of Moana Crescent, are characterised by villas (40%) and bungalows (60%) with regular setbacks and regular front boundary treatments (Figure 2). Rawhiti Street's character is further defined by a relatively narrow carriageway with grass

verges and regularly spaced street trees (elms) along both sides of the street. Houses on the south/east edge of Moana Crescent are located well below the street and often only partly visible from Moana Crescent. Large parts of the hillside are undeveloped and covered with established vegetation. Larger buildings and more intensive development could be difficult to achieve on the steep slopes and may introduce a built form that altered the existing natural/built balance of the hillside. The west edge of Moana Crescent provides a unique character with a small group of large ornate bungalows on large properties. These properties are raised above the street, set well back from their front boundaries and often include established formal front gardens.

Rewa Street follows the ridge along Sunshine Hill and provides a north facing aspect overlooking the harbour and central city. Housing here is typified by high quality bungalows (timber and brick) with a few older villas. Housing is almost exclusively circa early 1900s to 1930/40 (Figure 3). As the hillside drops sharply towards Portobello Road below, the streetscape is greatly influenced by housing either being raised above the street (south edge) or be well below the street on the north edge of the street and allowing limited framed views of the harbour and city between houses. Alignment, boundary treatments, setbacks and front gardens are consistent adding further to the streetscape values. Several large character bungalows add significantly to with minimal interruption of the ridge line, when viewed from below. The combination of a consistent era and quality of architecture and the unique relationship housing has with this hilltop location, could be adversely affected by intensification.

The residential character along Belmont Lane is unique with little reference to the broader suburb's residential character. It is a narrow, no-through lane lined on both sides with trees and tall shrubs and provides access to a handful of large historical homes. Most of the housing is not visible from the carriageway.

Overall, housing areas on the north side of Musselburgh Rise are distinct from the flatter areas south of Musselburgh Rise. Houses tend to be larger with a higher degree of ornamentation and the relationship between the built and natural form/topography dictates a particular character that could be lost through intensification.

Musselburgh Rise/north of Arawa Street/ west edge of Bayfield Road

Housing character Musselburgh Rise is a mix of contemporary brick homes- including some duplex and unit development (40%), early/mid-century bungalows (40%) and timber villas, including several large and ornate two storeyed examples (20%) (Figure 4). The carriageway is wide without grass verges or street trees. The character is affected by the presence of several non-residential buildings including motels, shops and Bayfield High School. The former Andersons Bay quarry (Dunford Place Cottages) also emphasises the mixed character of the street and housing typology. Housing on the north edge of Arawa Street and the west edge of Bayfield Road is contained within the developable land between the transport corridor and sloping land (former quarry site) towards Musselburgh Rise. Housing is characterised by 1950/70s low-rise brick detached housing, some unit development and a small number of modest timber villas/cottages. There is a notable amount of leg-in development. Character is unlikely to be adversely affected by intensification.

South of Arawa Street/ Spottiswoode Street: Here the built character is affected by a series of small hills dictating street alignment. There is a tight-knit residential character with a range of aspects. Housing character is based on an even mix of timber and brick bungalows (70%), timber villas (15%) and contemporary housing (15%) (Figure 5). Houses are nestled into hillsides, either above or below street level. Boundary treatments include low fences/walls, front gardens and hedges with an open interface between private/public. Property upkeep is good with older housing retaining character features and there is a good level of landscape amenity afforded by well planted gardens that include established trees. The balance between typography, landscape and housing provide a unique character that could be upset by more intensive development.

South-west of the Musselburgh commercial centre/west of Musselburgh Rise

This area includes Alton Avenue and Wardlaw Streets as well as a short section of Musselburgh Rise to the west of the commercial centre. The street layout is constrained by topography with steep drops to the south of Musselburgh rise and equally steep rises to the north of Musselburgh Rise (towards Belmont Lane). There is no uniform street grid and both Alton Avenue and Wardlaw Street are no exit streets with limited views from Musselburgh Rise. The neighbourhood is characterised by large historic villas and bungalows on larger than usual sites. Boundary treatments/front gardens are well established and often provide additional privacy with tall hedges and retain walls. A strong and unique character is created by the frequency, scale and quality of historic housing and landscape elements. This character could easily be diminished by inappropriate new development and while the area is on the edge of the commercial centre, it is relatively small with minimal benefits in terms of intensification.

Spottiswoode Street/Tahuna Road: This area is characterised by undulating topography that rises from Cavell Street to the steep inclines along Tomahawk Road/Minto Street. Due to landscape constraints (slope and gullies), there is no regular connected street grid. Small no exit roads and private drives providing access to sites within the interior of the two major blocks (south and north of Norman Street). The built character is a mix of older character bungalows (1930/40s) at 20% but predominantly, more contemporary housing (1950/80s) at around 80%. There are some examples of infill development however, scale, street boundary treatments and setbacks are mostly regular maintaining a relatively consistent suburban character. Landscape character is derived from front gardens including lawns and low fence treatments, occasional hedges are maintained at street boundaries and while grass verges feature at some locations, there are no regular occurrence of street trees. There is some intensification of shrubs and trees following gully lines through the centre of the area. These planting clearly provide some amenity for residents however, they have little impact on the overall streetscape, which is more determined by the housing. Other landscape amenity is provided by views across Andersons Bay Cemetery and Chisholm Park Golf Course, towards the east coastline and St Clair. While the quality of housing is consistent, there are no significant landscape or architectural features that would be diminished by increased density.

Character assessment scale

Mixed Character – Andersons Bay/Musselburgh's dominant built character is based on early/mid-century bungalows. Older timber villas and cottages provide positive highlights throughout the suburb. A moderate amount of modern housing is also found throughout the suburb and some in fill development is also evident (but not dominant). Housing is predominantly single storey and scale is mostly consistent. Regular front-yard setbacks, low fencing or hedges and front gardens are prevalent however, street trees are not a constant feature and garaging and off-street parking are not overly dominant. Opportunities for intensification are possible in some streets without unduly impacting on amenity and existing streetscape/landscape values.

Potential threats to character

- Demolition of character villas/bungalows to maximise larger sites.
- New development may upset the regular scale of some local streets.
- Loss of front gardens and landscape amenity.
- Interruption of exiting skylines by taller buildings close to ridgelines.

Potential opportunities to maintain/enhance character

- Encourage retention of older housing stock of character where possible.
- Encourage new planting when existing vegetation requires removal for new development to maintain the positive levels of greening across the area.
- Provide general design guidance within GR2 zone rules to promote good quality and sympathetic contemporary design for new houses that respect the built form and scale of existing development in the area.

Suggested amendments to the GR2 rezoning area:

- Extend the existing GR2 zone to include both sides of Tainui Road.
- Remove hill area defined by Arawa Street, Bayfield Road, Spottiswoode Street.
- Remove the area between Rawhiti Street and Sunshine.

Suggested guides (if any) for infill development

Need to maintain the balance of landscape to ensure vegetated hills continue to provide amenity and green corridors throughout the area. Design guides should also encourage intensification that reacts to the dominant built character (character brick and older timber housing) but should not preclude modern solutions to future housing.

Andersons Bay/ Musselburgh GR1 Capacity to Absorb Change

The built character is largely based on 1920/50 bungalows with older timber cottages and villas scattered throughout and pockets of contemporary development too. Changes to the built character have occurred through typical rates of redevelopment and infill over time with the current character being mixed in most parts of the suburbs. Roading conditions (notably Musselburgh Rise/Silverton Street) also impact on the residential character and provide clear opportunities for intensification along both street edges. Some changes to scale and intensity have occurred because of unit development and motel development along Musselburgh Rise while landscape amenity is derived mostly reliant on private gardens. Provided that new housing is respectful of the overarching historic residential character and the balance of landscape/building is retained, there are some opportunities for intensification without detracting from the area's residential character.

Figures

Figure 2: View along Rawhiti Street showing avenue tree planting and large bungalows providing a streetscape that is unique from the flat areas of Tainui/Musselburgh.

Figure 3: Character bungalows and villas with established front gardens provide a consistent low-density residential character along Rewa Street.

Figure 4: Redevelopment along Musselburgh Rise has introduced building types that lead to a mixed character.

Figure 5. View from Musselburgh Rise showing the balance of buildings and landscape on the hill defined by Arawa and Aotea Street.