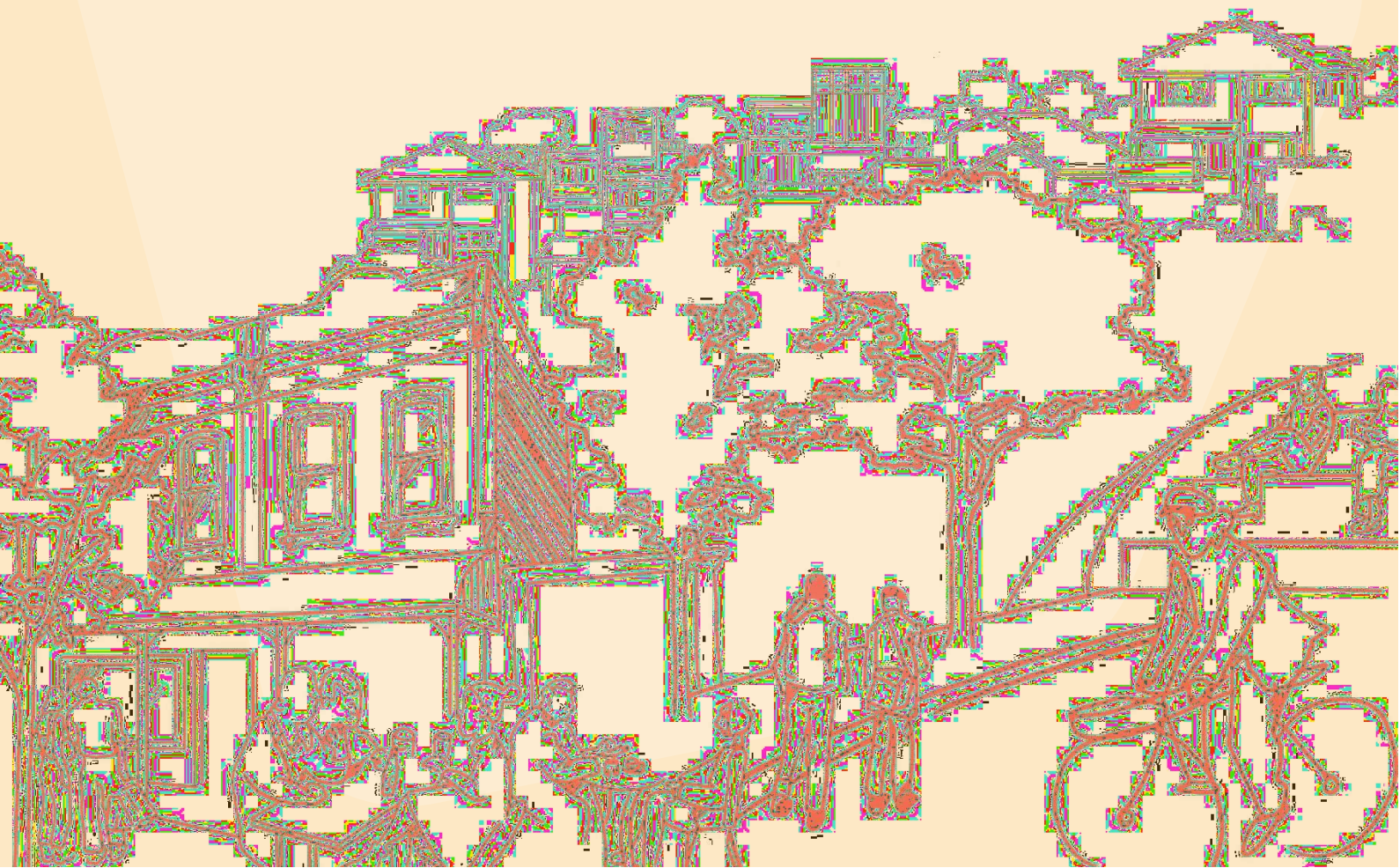


Wellington City Council

# Appendix Character Precincts

## Residential Design Guide



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# Introduction

## Application

This design guide should be read in conjunction with the objectives and policies contained in the following District Plan chapters and sections:

- [Medium](#) Density Residential Zone
- Character Precincts

Situated in Wellington's inner suburbs are six areas known and valued for their streetscape character. These areas have been identified as having concentrations or observable patterns of both site-specific and streetscape level attributes that form a collective streetscape. The following suburbs contain these areas, known as character precincts.

- Thorndon
- Mount Victoria
- Aro Valley
- Mt Cook
- Newtown
- Berhampore
- [Lower Kelburn](#)
- [The Terrace](#)

For the purposes of this Design Guide, the term 'character' has been defined as a concentration of common and consistent natural and physical features and characteristics, that collectively combine to establish the local distinctiveness and identity of an area, and that contribute to a unique 'sense of place' when viewed by the public at large from the street or other public spaces.

These contributory features and characteristics are a combination of buildings and features in both public and private ownership, and are typically comprised of a combination of the following:

### Streetscape attributes:

- Topography (the shape of the landform)

- Natural Character (open space, parks, street trees)

- Siting (Front yard setbacks, alignment and orientation to the street, side and rear yards)
- Vehicle Access and Parking

**Site level attributes:**

- Building Scale and type (height, width, number of storeys, size of building footprint)
- Building Frontages and Façade Treatment (Entrances, materials, roof form)
- Building Age and Style (where there is a strong streetscape or townscape character defined by building age and style)

In some areas, architectural consistency contributes to the overall character values and quality, while in other areas, character values are derived from architectural diversity with a general consistency in one or more other matters. The focus of these values is on the local streetscape and how the nature of either consistency or diversity creates a distinctive outcome.

## **The role of the design guide**

This Character Precinct Design Guide provides information about the common patterns evident within each of identified areas and is intended to be used when considering new development proposals as outlined in the Character Precincts section of the [Medium](#) Density Residential Chapter in the District Plan.

The Design Guide does not seek that new development replicates established patterns or particular design types and architectural styles, or prescribe specific design solutions. Rather, it offers a flexible framework within which designers and developers can work. This guidance is to assist the integration of any development into the context and complement the area's character.

# Character Overview

## Streetscape Character:

### Topography

Some areas are highly defined by their response to the topography of the area, and dwellings located on hillsides may be oriented to take advantage of views, openness, and/or uninterrupted sunlight. Where streets have a high edge and a low edge, houses on the high edge are often elevated and appear taller with a strong street presence and many have retaining walls with stairs leading up to the house and, sometimes, garages below. In contrast, the lower edge of the street is often characterised by being able to view only a single storey or roof of a house from the street, with low front boundary fencing and shallow front yards.

Topography can also define or conflict with street patterns. Typically, older areas were laid out in a grid pattern, even on the steeper land, resulting in steep streets and 'stacked' houses, tightly configured and staggered uphill. Discontinuous streets connected by pedestrian accessways are common, where the slope has been too steep for road building. Other Streets, such as Aro Street, follow the valley floor, with adjoining streets running up the slope.

### Guiding principles for topography:

- New development should take cues from others in the neighbourhood when considering an appropriate response to earthworks, retaining structures, access methods and the way new buildings are accommodated with the landform.
- Where existing development is predominantly oriented in a particular direction due to topography or views, new development should reference this.
- Where the pattern of building tops or roofscape is visible from above, new development should complement existing patterns of roof plane size, slope and materials.

## Natural Character:

Areas such as the Town Belt, the Wellington Botanical Gardens, and Zealandia provide visual separation between residential areas, provide recreation, and are quality amenity space for suburbs. Where views are an important characteristic of an area or site, large trees may be less frequent to allow for unobstructed views. Streets that have a high and low edge typically have vegetated berms between the footpath and dwelling where the site falls steeply from the road. Vegetation on the higher edge of a road is often more varied, and in some instances an important feature to retain as it can break up the hard edge of any retaining walls.

Small front gardens are important street frontage elements, present in most dwellings, enhancing their 'public face'. On many sites with flat topography, front yards are delineated by low fences.

### Guiding principles for natural character:

- New development should follow the local pattern of frontage presentation to public places.
- Front boundary fences should retain a view of the house and any front yard from the street. Tall fences that fully enclose front yards are unlikely to be considered compatible within character precincts.

## Siting

The arrangement of building frontages provides visual definition and sense of enclosure to streets. Houses are generally located toward the fronts of sites, leaving open space to the rear. Many buildings also have rear yards with mature vegetation, and small well landscaped front gardens.



Many character precincts are also characterised by development with minimal side yards. The exception to this pattern usually occurs in multi-unit developments or adjacent to 'rights of way'. While side yard dimensions vary, the separation distance between a lot of buildings is between 1.2 and 2.4m. Additionally, the character areas usually exhibit a high degree of consistency between the relationship of buildings to each other, with long stretches of buildings with consistent alignment and orientation being common.

### **Guiding principles for siting**

- Additions and new development should maintain front yard setbacks where this is a defining feature of the streetscape. Where setbacks are more varied, it may be suitable to take the shallower setback for reference to achieve a stronger street frontage.
- Narrow side yards may be able to be supported if this is more in keeping with local patterns.
- Front elevations should be oriented towards the street.
- For developments on corner sites, buildings should respect local patterns of setback and orientation of primary elevations, and the typical detailing of visible secondary/side elevations.
- Where new development fills in space at the front of a site, the alignment of adjacent properties will be considered important.
- Pedestrian access should be separated from any vehicle access.

### **Vehicle Access and Parking**

Many properties within the character precincts were constructed when there were considerably lower rates of private vehicle ownership. As a result, frontages are not usually designed or developed to accommodate parking.

The desire for off-street carparking has compromised the original pattern of site frontages and the amount of space for vegetation on some streets within character areas. Where several adjacent or opposed frontages have been altered for use as carparking, the impact on the predominant character of the streetscape is often considered to be poor and not to be further replicated, particularly if extensive paved surfaces have been installed. Where the paved surfaces have been limited to one car space and the paving treatment is detailed to give the appearance of a landscaped courtyard, this has had less impact on the character of the streetscape.

### **Guiding principles for vehicle access and parking**

- Any on-site car parking should not detract from the streetscape quality of a Character Precinct, and multiple garages or parking spaces will usually be discouraged.
- Where there is space for parking in front yards and developing front yard parking would not detract from or dominate the appearance of the house or site, this should be minimal and incorporated into good quality landscaping treatment of the space. Large expanses of concrete or hard paving will not be considered a positive outcome.
- Where building height is relatively consistent, lifting up houses to accommodate basement parking will not be considered a positive outcome.
- Garages and parking spaces with 'single' presentation will be favoured over wider entries.
- Pedestrian entry to houses must not be disrupted or dominated by parking areas.

## Site Specific Character

### Building Scale and type

Building scale includes characteristics such as building height, building width, number of storeys, and size of building footprint.

The character of some streets or areas may be defined by building types, or typologies. Building typologies include detached dwellings, semi-detached dwellings, terraced dwellings, and apartments, which can have a direct influence on the overall mass and scale of buildings and the visual impact they have on the streetscape. Detached and semi-detached dwellings are the predominant building typology in the character precincts, but particularly on the lower slopes of Mt Victoria there are a number of apartment buildings that impact streetscape patterns, including building scale and frontage treatments.

More modern multi-unit developments are generally interspersed throughout character precincts. Typically, these developments are taller than the neighbouring buildings and larger in plan area, particularly where the plan configuration has not been related to the characteristic scale of the adjacent detached houses. This housing type also tends to have more emphasis on accommodating vehicles, which can sometimes result in uncharacteristic or visually dominant parking arrangements which don't contribute positively to the local area.

Also interspersed throughout the character areas are other non-residential uses such as shops, workshop premises and other businesses. Where these occupy older buildings they tend to be located very close to the footpath edge, however some also occupy buildings originally constructed as dwellings and present to the street in a way more typical of other surrounding houses.

## Guidance for Building Scale and Type

- When designing for multi-unit development or larger buildings in character precincts, consider how the scale of buildings (or architectural features) can relate to the scale of neighbouring properties.
- Use modulation of building forms and footprints and stepping back portions of the building to create primary and secondary elevations to emphasise a building width and matching existing patterns of building frontages.
- Where new development will be noticeably taller than other dwellings on a street with relative consistency of building heights, arrange the taller portion of the building to respect a consistent primary building form along the street edge.
- Where there is diversity of building scale within the streetscape, seek to design new development or additions to be within the general parameters of diversity, rather than responding to any less predominant features or developments.
- Proposed new roof forms should be sympathetic with traditional roof forms evident within the area.

### Building Frontages and Façade Treatment

Buildings typically display a strong street orientation with gables and vertically oriented windows facing the street. Bay windows are common, and front entries are either prominent on the front elevation or located halfway along a side elevation. Most of the single storey dwellings are simple in form and modestly articulated with eaves and brackets typical of the period of their construction. Two-storey and larger dwellings are often more ornately detailed, especially on the front elevation.



Painted weatherboards (plain or rusticated) and corrugated iron are typical for exterior walls, with corrugated iron being the predominant roofing material. There are also several small clusters of original brick houses, built in the first decade of the 20th century as part of the local brickworks. White picket fences are commonly seen along site frontages in many character areas.

### Guidelines for Building Frontages and Façade Treatment

- New buildings should be designed to avoid a blank façade on any site frontages.
- Door and window proportions and placement should respect predominant patterns of orientation, symmetry and window patterns.
- Windows and doors that present as punctuated openings within larger expanses of wall will be preferred in locations where these elevations are visible from public places. Large expanses of glazing in visible locations will not be considered a positive outcome.
- Where additional building storeys can be included that may not align with adjacent patterns within the character precinct, care should be taken with façade proportions, building shape and placement of openings to ensure buildings still have a locally compatible scale on visible elevations.

Building materials should be respectful with regard to neighbouring properties and should not detract from or dominate them. Modern materials should be considerate of local patterns of orientation and type, and the profile and detailing of exterior features such as window frames and doors, balustrades and roofing should be carefully considered and not substantially different from local patterns. Front fences should not unreasonably obstruct views of houses from the street, should typically be made of wood, and create or maintain separate pedestrian access to a house from any vehicle access.

### Building Age and Style

The age and style of residences and other buildings can have a strong influence on character. Residence age and style can be closely correlated, with residences of any era often having a limited range of styles. For example, late 19th century residences are typically Victorian in style. Both the range of residential ages and styles, and the consistency of styles within an area affects the overall character of a place.

Not all dwellings in character areas are original, and many original buildings have been altered over time with the original design no longer strongly influential on the defining the building's character. However, there will usually still be character elements evident, such as setback, spacing, size or building placement. Additionally, some buildings in character precincts may ~~be identified for the protection of their for the protection of its heritage values, which is building age and style.~~

New development is evident in character areas, and where this has been done successfully it is because there is respect for the mass, scale, setbacks and detailing of neighbouring dwellings - which is often influenced by their age. This also applies to additions and alterations to buildings in character precincts, and particularly where upgrades to meet modern living standards are being undertaken. Such buildings stand as good examples of how new development can be integrated to complement or repair streetscape and townscape character.

Demolition of buildings or removal of ~~original pre-1930~~ building fabric can have a significant impact on the streetscape of a character precinct, especially where visible from the street and public spaces. Over time, the cumulative impact from loss of ~~original pre-1930~~ fabric can be detrimental to the streetscape values. Applications that involve the loss of original building elements and features will require

additional consideration and assessment.

## Guidelines for Building Age and Style

- Where development is taking place adjacent to a listed heritage building or object, or within a heritage area, consideration must be given to respecting the values of the heritage listing and not dominating or overwhelming any valued heritage items.
- Where new development will sit alongside buildings with a high degree of originality or pre-1930 architectural consistency, relate the design, form and siting of new development to prevailing features within the context.
- When adding to an older or original building, maintain an understanding of the old and new parts of a building and ensure any additions do not become visually dominant or overwhelm the original building, particularly in locations where there is highly consistent streetscape or townscape character.
- When altering an older a pre-1930 or original building, maintain a visual understanding of the original size, shape and features of the building. Any modern upgrades to older buildings should be carefully considered to ensure they remain sympathetic to the original design.
- The design of any new garages should not attempt to replicate the age or style of a building that would have existed before cars. Garages and parking spaces should always be visually subservient to the original building.

# Thorndon

Thorndon's distinctive character is an important part of Wellington's collective identity. Thorndon has city-wide significance, a unique atmosphere and a strong sense of place.

Thorndon neighbours the north-west fringe of the City Centre. A high proportion of original buildings remain in Thorndon, and inner-city residential housing constructed prior to and around the turn of the 20th century is prominent. A significant number of buildings have heritage status and the Thorndon shops are in a Heritage Area, indicating the wider area's importance to the city and townscape. As a result, Thorndon conveys a strong sense of history that adds to the City's collective memory.

The compact layout, relatively consistent form and defining topography within this part of the suburb, combine to give it a dense urban character, and its location close to the central city, contributes to it being highly accessible. It is supported by a neighbourhood centre on Tinakori Road, with the shops and their continuous, traditional Victorian frontages and verandahs adding to the overall character and intimacy of the area while providing a range of local services.

Most of the Thorndon Area lies within character precincts. Notable exceptions are the area to the north of Cottleville Terrace, the central part of Grant Road and previous industrial area around Malcolm Lane, Harriett Street and a small area to the west of the Tinakori Road shops. The amount of Thorndon included in the character precinct rather than excluded from it signals the importance of this area due to intactness of character in the building stock.

In addition to the general character patterns, attributes that are specific to the Thorndon Character Precinct to be taken into consideration when reviewing development in this area, include:

## Streetscape attributes:

- Thorndon is based around a street grid which originates from Tinakori Road. Buildings are uniformly and strongly aligned with the street edge and grid.
- Te Ahumairangi Hill, with its mature and regenerating vegetation, provides a strong visual backdrop to both the suburb and the central city.
- The area includes both relatively flat areas and steeply sloping streets. When the topography is generally steeper (such as the areas south of Harriet Street) there are often a wide range of site sizes which may be rectilinear but may also include considerable variation in plan proportions in response to topography.
- There is also a variable arrangement of buildings on hill slopes, and a complex and intricate roofscape which is often visible from public streets and nearby open spaces.
- Where the topography is flatter there is often more regularity to site proportions, but there can still be wide diversity of house size and design and more expansive spacing with gardens around houses.
- There are a number of narrow streets and lanes with a more enclosed aspect and intimate feel.
- Trees typically play a secondary role in defining the street edge except in steeply sloping areas.
- Garages are relatively rare, particularly at or near the street edge of sites. Some front yards have been developed to accommodate parking spaces, however this is often not a positive contribution to streetscape.
- Most houses have narrow front yards with private gardens. These are often enclosed by low or picket fences, making houses a primary visual contributor to streets.

#### Site level attributes:

- The area contains a high proportion of **original pre-1930** buildings, many of which have a high degree of architectural originality on the exterior. Within the precinct there are also a number of buildings with listed heritage status.
- Buildings are uniformly and strongly aligned to the street edge and grid. However, there is significant diversity of setbacks in the area to the west of Tinakori Road and south of Harriet Street.
- There is some variation in architectural style, but Victorian and/or Edwardian villas and cottages predominate.
- The majority of houses are one to two storeys. Houses with more than two storeys can be seen particularly on steep sites, and basement parking for some houses makes them look taller than two storeys.
- Setbacks are consistent along rows of houses. Cottages and narrow villas are usually located closer to the front site boundary, with larger houses typically set further back with deeper front yards. Shallow front yards are frequently decorative rather than being used actively for outdoor living areas.
- Exterior walls are typically painted rusticated weatherboard, and windows (either casement or sash style) have wooden frames.
- Roofs are predominantly clad in corrugated iron. Cottages with second levels sometimes have dormer windows within the roof form.
- Houses usually have strong street orientation with gables, bays and entries facing the street.
- On-site carparking is either non-existent or is located next to or behind dwellings. On-site parking of more than one car width is rare, but cars are sometimes parked end-to-end.





# Mt Victoria

Mt Victoria - along with Mt Cook and Brooklyn – is one of the suburbs enveloping the central city creating an ‘amphitheatre-like’ effect. It is also the most visible inner-city residential suburb from a range of viewpoints due to its setting and topography. The Town Belt is a defining feature of the area, providing a green focal backdrop as well as important open space and recreation opportunities.

The Mt Victoria Precinct has visual unity and coherence based on the character of its original [and pre-1930](#) buildings. This coherence is derived from the general similarity of building type, scale and materials, and distinctive building alignment and orientation patterns.

The suburb retains many of the qualities and characteristics of its early development. Although there are local differences in character and a diversity of building forms and styles, Victorian and/or Edwardian villas and cottages predominate, interspersed by Art Moderne and a noticeable number of 1960s apartment blocks along the lower slopes. Its compact layout, relatively consistent form and defining topography gives it a dense urban character.

Although there is not a clear neighbourhood centre, Mt Victoria’s location on the edge of the central city enables convenient, walkable access to a wide range of services and employment opportunities.

The northern end of Mt Victoria (northeast of Roxborough Street, known as Mt Victoria North) has long been recognised as a separate sub-area with consistency of character. Mt Victoria North has a slightly different character status determined by its location, which makes it an integral part of the visual image of the central city.

In addition to the general character patterns, attributes that are specific to the Mt Victoria Character Precinct to be taken into consideration when reviewing development in this area, include:

## Streetscape attributes:

- Mt Victoria is based around a street grid on the lower slopes and by topography on upper slopes, with buildings uniformly and strongly aligned with the street edge and grid.
- The town belt area of Mt Victoria, with its mature and regenerating vegetation, provides a strong visual backdrop to both the suburb and the central city.
- Many of the remaining older buildings have been substantially modified over time [and pre-1930 alterations are characteristic of many Mt Victoria buildings](#). However, their original primary form generally remains apparent.
- Front elevations are consistently orientated towards the street.
- Sites are generally rectilinear, in a wide range of sizes, with some variation occurring in response to topography and access. There is also a variable arrangement of buildings on hill slopes and a complex and intricate roofscape which is often visible from public streets and nearby open spaces.
- There are a number of narrow streets and lanes with a more enclosed aspect and intimate feel.
- Trees and mature vegetation are typically located in rear yards, although some streets have street trees. In most locations, the vegetation of the Town Belt above is visible and contributes a green aspect to the area.
- Consistency of building character and/or unique spatial qualities contribute to a strongly unified streetscape. This includes consistency in building scale (height, size and footprint), building type and style, front setbacks, roof form and façade, and originality of the primary building form.
- In general, there is limited on-site car parking. On-site car parking is often a feature that has been added at a later date and rarely contributes positively towards streetscape character.

- On streets with an 'uphill' side and a tall concrete wall at the street edge, car parking has often been incorporated into the wall structure and consequently has less visual impact on streetscape. Houses on uphill sides also tend to have prominent access stairs leading to visible front doors.
- On 'downhill' sides of streets, entrances are often much less visible, and parking arrangements (if present) tend to dominate the street edge.
- Picket fences, concrete or masonry walls, gates, and steps often provide a secondary sense of street enclosure.

#### Site level attributes:

- The area contains a high proportion of original [and pre-1930](#) buildings, many of which have a high degree of architectural originality on the exterior. Within the precinct there are also a number of buildings with listed heritage status.
- Buildings are uniformly and strongly aligned to the street grid, but the orientation of dwellings particularly in the northern part of Mt Victoria, is often more responsive to any views than the street.
- Front elevations are strongly articulated with 3D construction detail and/or decorative elements. Bay windows, porches, and verandahs are common design features.
- Main entrances are often prominent on front elevations, but are sometimes located on the side elevation of dwellings due to narrow building frontage (e.g. dwellings along the southern edge of Elizabeth Street).
- The majority of houses are two storeys. Houses with more than two storeys can be seen particularly on steep sites, and basement parking for some houses makes them look taller than two storeys.
- Most houses have relatively shallow front yards with private gardens. Due to the size and location of these spaces, they are frequently decorative rather than being used actively for outdoor living areas, however on west-facing and/or elevated sites (particularly with views), front yards are becoming more developed for amenity.
- Roofs are predominantly clad in corrugated iron. The majority of roofs are pitched, and common roof forms include:
  - Hipped roof and a combination of hip and gabled for villas;
  - Gabled roofs for cottages and bungalows;
  - Flat roofs for apartment blocks
  - Mixed roof forms for more modern developments
- Exterior walls are typically painted rusticated weatherboard, and windows (either casement or sash style) have wooden frames. Apartment blocks and street walls often have a concrete or render finish.

# Mt Cook

Situated alongside Te Aro and north of Newtown, Mt Cook was established on land just south of Te Aro Pa and is named after James Cook. The suburb was initially settled in the late 19th and early 20th century and is characterised by a relatively high density of detached housing dating from the first decade of the 20th century. It also demonstrates a general consistency of building style typical of Wellington's inner suburbs, with predominately Victorian and Edwardian villas and cottages. Its compact layout, relatively consistent form and defining topography give it a dense urban character.

Mt Cook is mainly residential in nature with pockets of commercial/industrial activity in the Adelaide Road and Taranaki/Hopper Street areas. The Te Aro end of the suburb includes the National War Memorial, Wellington High School, Massey University and Basin Reserve.

The suburb is supported by a town centre encompassing the largely commercial area at the northern end of Adelaide Road between the Basin Reserve and the John Street intersection. It acts as an important employment area and provides a range of services. The location offers convenient access to the central city, Wellington Regional Hospital, Massey University's Wellington Campus, and the Newtown shops.

Within Mt Cook, there are several areas with particularly consistent streetscape character. These include:

- The three main streets that run from north to south and include Wright Street, Wallace Street and Tasman Street.
- Smaller pockets of collective streetscape character located around small side streets such as Yale Road, Ranfurly Terrace, Tainui Terrace, Carrington Street, and Salisbury Terrace.

In addition to the general character patterns, attributes that are specific to the Mt Cook Character Precinct to be taken into consideration when reviewing development in this area, include:

## Streetscape attributes:

- The layout of the area is strongly linked to and oriented towards the three parallel streets of Tasman Street and Wallace Street and just beyond the precinct area, the busy thoroughfare of Adelaide Road. There is long, north-south open views along these streets.
- The topography of the area is relatively flat, although more undulating towards the west. Short cross-streets running east-west feature a number of pedestrian-only routes and the location is highly used by pedestrians due to the nature of surrounding uses.
- Compact layout, relatively consistent form, and defining topography combine to give the precinct a dense urban character.
- There is visual consistency based on similarity in building age, type, form and scale, providing a strong sense of aesthetic coherence.
- There is a limited range of building types and common building dimensions. Due to the nature of [original pre-1930](#) housing in this area, there are a lot of very small rectangular sites with cottage-proportioned dwellings. However, there are also plenty of two-storey [original-pre-1930 houses](#).
- The prominence and views of the Town Belt enhances the area.
- Street edges are consistently defined by low fencing, street walls or raised terraces. There are a number of cul-de-sacs, typically characterised by the consistency of character, mature vegetation and a strong sense of place.
- Some areas of consistent style are fragmented and separated from each other by industrial, commercial, and other non-residential uses.
- Elevated areas with visually prominent dwellings, surrounded by mature vegetation, feature around the southern end of Wallace Street.

#### Site level attributes:

- Dwellings are strongly aligned to the street grid, with minimal side yards and more generous rear yards.
- Most buildings have a front setback of over 3 metres, which is usually developed as either an amenity/garden area or for shallow parking spaces. On sites that are elevated above the street, garages at the street edge below houses occur frequently.
- On front elevations of all house types, bay windows are common. Decorative architectural detailing is also seen on most front elevations.
- Dwellings on sloping sites tend to have deeper front setbacks.
- Detached dwellings are common on small, relatively narrow rectangular lots.
- The intactness of the original housing stock increases with distance from Wallace Street. The most recent development occurs along Tasman Street.
- For houses on narrow sites, the front entry is often on the side elevation. Houses on wider sites tend to have a visible entry on the front elevation, usually with a porch.
  - Roofs are predominantly clad in corrugated iron. The majority of roofs are pitched, and common roof forms include:
    - Hipped roof and a combination of hip and gabled for villas;
    - Gabled roofs for cottages and bungalows;
    - Mixed roof forms for more modern developments
- Exterior walls are typically painted rusticated weatherboard, and windows (either casement or sash style) have wooden frames. Brick is seen as an exterior material throughout the area, for both houses and walls. Newer houses and street walls often have a concrete or render finish.

# Newtown

Newtown is a diverse area, with substantial pockets of non-residential use throughout the area. The location offers convenient access to the central city, Wellington Regional Hospital and its associated services plus two other private medical campuses and the Newtown shops at the intersection of Riddiford Street and Constable Street.

The street layout is strongly grid-oriented but laid out between the V-shaped orientation of Adelaide Road and Riddiford Street. To the west of Riddiford Street the grid is highly regular. There are a lot of very long blocks without cross-block links, and also several unusually wide cul-de-sac streets – Hiropi Street, Manley Terrace and Kenwyn Terrace.

The area occupies a shallow valley, with Town Belt land defining the upper slopes and outer edges. Street trees are limited, with some on Adelaide Road and Hiropi Street.

Large areas with **original pre-1930** housing stock (predominantly constructed during the 1900- 1910 period) that have remained almost intact are concentrated in the north-east part of Newtown around Owen Street and along/to the north of Constable Street. This area has particularly consistent character. There are also clusters of original brick houses in Hall Street and Stoke Street, reflecting the area's proximity to the brick works that were located nearby.

Street edges are consistently defined by low fencing, street walls or raised terraces. There are a number of cul-de-sacs, typically characterised by a consistency of character, mature vegetation and a strong sense of place.

Within Newtown, there are several areas with particularly consistent streetscape character. These include:

- The north-eastern part of the area containing the blocks bound by Owen Street and Constable Street.

- The north-western part of the area centred around Hanson Street, Adelaide Road, and surrounding streets.
- The southwestern edge of Rintoul Street.
- An area centred around Roy Street.

In addition to the general character patterns, attributes that are specific to the Newtown Character Precinct to be taken into consideration when reviewing development in this area, include:

## Streetscape attributes:

- Compact layout, relatively consistent form, and defining topography combine to give the precinct a dense urban character. There is visual consistency based on similarity in building age, type, form, and scale, which provides a strong sense of aesthetic coherence.
- The area is enhanced by the prominence and views of the Town Belt.
- Several of the major streets running through the area are also important city routes with a distinguishable character and activity patterns.
- The layout of the area is strongly linked to the north-south streets, with long open views along these streets.
- The topography of the area is relatively flat, although more undulating towards the west. Short cross-streets running east-west link the major streets, and the location is highly used by pedestrians due to the nature of surrounding uses.
- There is a limited range of building types and building dimensions. Due to the nature of **original** housing in this area, there are a lot of very small rectangular sites with cottage-proportioned dwellings. However, there are also plenty of two-storey **original** houses.
- The prominence and views of the Town Belt enhances the area.
- Street edges are consistently defined by low fencing, street walls or raised terraces.

- Garages are relatively rare, particularly at or near the street edge of sites. Some front yards have been developed to accommodate parking spaces, however this is often not a positive contribution to streetscape.

**Site level attributes:**

- Dwellings are strongly aligned to the street grid, with minimal side yards and more generous rear yards.
- Most buildings have a front setback of over 3 metres, which is usually developed as either an amenity/garden area or for shallow parking spaces. On sites that are elevated above the street, garages at the street edge below houses occur frequently.
- On front elevations of all house types, bay windows are common. Decorative architectural detailing is also seen on most front elevations.
- Detached dwellings are common on small, relatively narrow rectangular lots.
- For houses on narrow sites, the front entry is often on the side elevation. Houses on wider sites tend to have a visible entry on the front elevation, usually with a porch.
- Roofs are predominantly clad in corrugated iron. The majority of roofs are pitched, and common roof forms include:
  - Hipped roof and a combination of hip and gabled for villas;
  - Gabled roofs for cottages and bungalows;
  - Mixed roof forms for more modern developments
- Exterior walls are typically painted rusticated weatherboard, and windows (either casement or sash style) have wooden frames. Brick is seen as an exterior material throughout the area, for both houses and walls. Newer houses and street walls often have a concrete or render finish.
- On-site carparking is either non-existent or is located next to or behind dwellings. On-site parking of more than one car width is rare, but cars are sometimes parked end-to-end.



# Berhampore

Berhampore is located on undulating land to the south of the central city, occupying a shallow valley with Adelaide Road at the centre.

It is surrounded by the Town Belt, a major 'green' feature of the suburb that acts to physically separate it from adjacent areas. Parts of the Town Belt offer both informal and formal recreation opportunities, with the Hockey Stadium, Berhampore Golf Course and skate park illustrative of assets to the local and wider community.

The suburb was initially settled in the late 19th and early 20th century and is characterised by a relatively high proportion of detached, original housing with a high degree of architectural originality on the exterior. It also demonstrates a general consistency of building style typical of Wellington's inner suburbs, with Victorian and Edwardian villas and cottages predominating.

Berhampore has a small neighbourhood centre south of Luxford Street that offers a range of local services. The area is well served by public transport and Adelaide Road and Rintoul Streets offer convenient access to the central city as major transport routes.

The compact layout, relatively consistent style and form and defining topography combine to give it a dense urban character.

Within Berhampore there are several areas with particularly consistent features that are identified. These are:

- The western part of Chikla Street and area around Emerson Street and Morton Street.
- The central part of Wharepōuri Street.
- An area in Milton Street
- Part of Lavaud Street
- Part of the western side of Russell Street

In addition to the general character patterns, attributes that are specific to the Berhampore Character Precinct to be taken into consideration when reviewing development in this area, include:

## **Streetscape attributes:**

- Berhampore has a strongly expressed pattern based around a street grid linking Adelaide Road, Rintoul Street and Russell Terrace. Buildings are uniformly and strongly aligned with the street edge and grid.
- Compact layout, relatively consistent form, and defining topography combine to give it a dense urban character.
- Visual consistency based on similarity in building age, type, form, and scale provides a strong sense of aesthetic coherence.
- The visual prominence of the Town Belt enhances the area.
- Several of the major streets running through the area are also important city routes with distinguishable character and activity patterns.
- Within the identified parts of the precinct, groups of sites exhibit strong consistency of size, shape and orientation, with most houses also having consistent age, style and setbacks.
- Street edges are consistently defined by low fencing, street walls or raised terraces. Most houses have shallow front yards with private gardens. These are often enclosed by low or picket fences, making houses a primary visual contributor to streets
- Garages are relatively rare. Where these do exist, they are single-width, and in some places they are unobtrusively inserted into a street wall below the level of the house.

**Site level attributes:**

- Dwellings are uniformly and strongly aligned to the street grid, with minimal side yards and more generous rear yards.
- Detached dwellings are common on small, relatively narrow rectangular lots.
- Setbacks are consistent along rows of houses. For cottages, houses are located closer to the front site boundary, with larger houses usually set further back with deeper front yards. Shallow front yards are frequently decorative rather than being used actively for outdoor living areas.
- Most houses are one to two storeys and have a strong street orientation with gables, bays and entries facing the street. For houses on narrow sites, the front entry is often on the side elevation. Houses on wider sites tend to have a visible entry on the front elevation, usually with a porch.
- On front elevations of all house types, bay windows are common. Decorative architectural detailing is also seen on most front elevations.
- Roofs primarily use corrugated iron material. The majority of roofs are pitched, and common roof forms include:
  - Hipped roof and a combination of hip and gabled for villas;
  - Gabled roofs for cottages and bungalows;
- Exterior walls for older houses are typically painted rusticated weatherboard, and windows (either casement or sash style) have wooden frames. Brick is seen as an exterior material throughout the area, primarily for front walls. Roofs are primarily corrugated iron.
- On-site parking is rare.

# Aro Valley

Aro Valley is largely characterised by a relatively high density of detached housing dating from the 19th and early 20th centuries. It demonstrates consistency of building style with a predominance of Victorian and/or Edwardian villas and cottages. The compact layout, relatively consistent form of housing and steep, winding topography of the suburb combine to give the area a strong sense of containment and a dense urban character.

The area is strongly defined by its topography, with development built within a valley that is surrounded by steeply vegetated upper slopes. The area projects a strong sense of place due to its geographical separation, the enclosure of the valley walls and the relative consistency and density of development within. However, Aro Valley is easily accessible to the central city.

Aro Valley is supported by a neighbourhood centre on Aro Street, a location which is also encompassed by a Heritage Area. The associated shops, along with their continuous, traditional Victorian frontages and verandahs, add to the overall identity, character and intimacy of the area as well as providing a range of local services. Aro Street also has a number of specifically scheduled heritage buildings within the precinct area.

Within the Aro Valley character precinct, several areas have particularly consistent streetscape character. These include:

- The valley floor area along Aro Street
- Flat streets running parallel to Aro Street – Essex Street and Palmer Street.
- 'Hillside' areas extending from Aro Street at Epuni Street, Ohiro Road/Maarama Crescent, Durham Street, and Devon Street.

In addition to the general character patterns, attributes that are specific to the Aro Valley Character Precinct to be taken into consideration when reviewing development in this area, include:

## Streetscape attributes:

- Aro Valley has a radiating form with perpendicular side streets originating from Aro Street that lead up the valley sides. Buildings are uniformly and strongly aligned with the street edge and grid, but there are also a lot of rear sites with long access paths where buildings do not directly abut public streets. This gives the area a densely developed character.
- There are contrasts in diversity and complexity when comparing the central and lower areas of Aro Street to the areas along the adjoining streets in elevated areas.
- On the radiating side streets, many neighbouring dwellings retain a similarity of form and appearance despite the changes in topography. This contributes to a complex and intricate roofscape which is often visible from public streets and nearby open spaces.
- Buildings are of a generally consistent type and similar domestic scale of 1-2 storeys. Aesthetic coherence arises from the limited range of typical buildings and a limited palette of forms.
- Palmer Street has more affinity with the central city as it is accessed from Willis Street. It has a strongly defined street edge and mostly two-storey houses.
- Along central and lower Aro Street and immediate environs, the intensely developed and defined street edge adds further distinctiveness.
- Garages are relatively rare, although they do appear on some sites at the front of or below houses.
- Houses on Aro Street tend to have very shallow front yards while houses on radiating streets have slightly deeper setback, often with gardens. Frontages are often enclosed by low or picket fences, making houses a primary visual contributor to streets.

**Site level attributes:**

- Dwellings are uniformly and strongly aligned to the street grid, with minimal side yards and more generous rear yards.
- Setbacks are consistent along rows of houses. Cottages and narrow villas are usually located closer to the front site boundary, with larger houses typically set further back with deeper front yards. Shallow front yards are frequently decorative rather than being used actively for outdoor living areas.
- The majority of houses are one to two storeys. Basement parking for some houses on radiating streets makes them look taller than two storeys, but the design and detailing of underneath parking usually leaves the house above as the main visual feature of the site.
- Most dwellings are detached and on small, narrow rectangular lots, although there are groups of more modern attached dwellings with a broadly sympathetic style seen within the wider Aro Valley area.
- Houses have strong street orientation with gables, bays and entries facing the street. For houses on narrow sites, the front entry is often on the side elevation. Houses on wider sites tend to have a visible entry on the front elevation, usually with a porch.
- On front elevations of all house types, bay windows are common. Decorative architectural detailing is also seen on most front elevations.
- Roofs primarily use corrugated iron material. The majority of roofs are pitched, and common roof forms include:
  - Hipped roof and a combination of hip and gabled for villas;
  - Gabled roofs for cottages and bungalows;
  - Cottages with second levels sometimes have dormer windows within the roof form.
- Exterior walls are typically painted rusticated weatherboard, and windows (either casement or sash style) have wooden frames
- On-site carparking is either non-existent or is located next to or behind dwellings. On-site parking of more than one car width is rare, but cars are sometimes parked end-to-end.