

ANNEXURE 3

KARANGAHAPE ROAD DESIGN GUIDELINES





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PREFACE

Street frontages, as the public face of buildings, communicate the expression of these structures (whether simple or complex) and define the streetscape quality in the space around them.

These design guidelines are specifically directed at building frontages (the street faces, whether on site boundaries or not) in Karangahape Road, a secondary retail centre in the Central Area.

The streetscape quality - the “character” of the street - is a summation of all the elements of individual frontages and the sometimes clamorous messages these convey.

In some areas, such as Karangahape Road, the character message is remarkably coherent and in spite of some losses of individual buildings, largely intact. This consistency of image persists in spite of a relatively great disparity in the age of frontages in the street.

Public affection for this character which results is probably based partly on a feeling of intrinsic cultural, architectural and streetscape value. It is also based on an apprehension that this complex quality, once lost, is unlikely to be recreated, particularly when urban architecture has justifiably been seen as dominated by an aggressive modernist “clean slate” approach to design.

However, architecture, like any product of personal value judgement, is occasionally fickle. Like any item of taste, stylistic extremes in one direction tend to eventually stimulate a rebound in precisely the opposite. Some reversals are welcome: the post-modernist movement in architecture, for example, demonstrates a new-found affection for the details and complexities of past styles reviled in recent memory. Admittedly the materials and the precise architectural grammar are often new, but the message is recognisable. Whatever the ultimate destiny of the movement, it arguably emerges less as a strict revival and more as a healthy opening of awareness, away from the strictures of any one architectural idiom.

Our way of looking at cities has a similar way passed over a significant threshold in recent decades. The urban aggressiveness of the building as prima donna, stamping its assertive presence on a largely ignored context, is understandably beginning to lose momentum in favour of an approach which sees each building with a role to play in the street or space about it. The success or failure of the “place” is the aggregate effect of all such contributory roles, and is potentially much greater than the sum of its constituent parts.

These circumstances bode well for the survival of street character. Karangahape Road is not a conservation area, although various buildings obviously need specific protection.

The survival of the street’s character demands more that the existing spectrum of buildings and uses be accepted as a living, definable, yet dynamic quality, which in time evolves in rebuilding or rehabilitation without loss of richness.

The survival also depends on willingness, moderation, and empathy from property owners and their design professionals, to not only embrace the essentials of that quality but to capitalise on these principles in the production of buildings contextually as good as, or better than, any existing in the street.

The production of architecture “in character” - lies in the hands of those to whom this guideline is directed. Like any aesthetic design matter, character preservation in Karangahape Road can never be legislated or otherwise coerced. It can perhaps be stimulated through an enhanced awareness and sense of direction towards those facets of character dissected, discussed, and promoted in these design guidelines.

George Farrant



HISTORY AND DEVELOPMENT PATTERNS

Karangahape Road contains a rich mix of frontage types of varying ages and styles resulting from differing development patterns in particular areas of the street

No new buildings were constructed along the entire length of the street from Symonds Street to Ponsonby Road for nearly 40 years from the late 1920's until the late 1960's.

Inner city residential areas which once clustered tightly around Karangahape Road have been redeveloped for motorways and other non-residential uses. Increased personal mobility and the emergence of suburban shopping malls have influenced the Karangahape Road catchment area and shopping patterns, but the street retains its retail nature as an important local centre and secondary city centre.

Development patterns along Karangahape Road were constrained by street and block layout, and fall into three distinct areas as illustrated.

Greenspace/City Edge - Symonds Street to Queen Street

Extending from Symonds Street to the west, this area contains the only park with direct street frontage onto Karangahape Road. A favourable northern orientation makes this an ideal spot for lunchtime office workers and the general public.

On the opposite side of the street, the Symonds/Liverpool Street block was previously occupied by a range of uses including a hotel, furniture store and picture theatre, but was totally redeveloped in the 1980's.

Towards the Queen Street intersection, shops line both sides of Karangahape Road, and three banks, constructed in the 1920's and 1996, mark opposite corners of this intersection.

Core Area - Queen Street to Pitt Street

This block contains the retail "heart" of Karangahape Road and it functions as a major component of the city's retail core, while serving the larger metropolitan area and the more immediate residents of Newton, Grafton, Ponsonby, Freemans Bay, Arch Hill and Grey Lynn.

Early development of this section was concentrated on the sunny south side of the street. The north side was occupied by houses for some time until construction of the Pitt Street Building in 1904 (Karangahape Road/Pitt Street intersection), and the Tabernacle Buildings in 1908 (Karangahape Road/Queen Street intersection).

Most buildings between these two "cornerstone" sites were constructed during the 1920's, giving this side of the street a different architectural character in comparison to the earlier Victorian development on the south side.

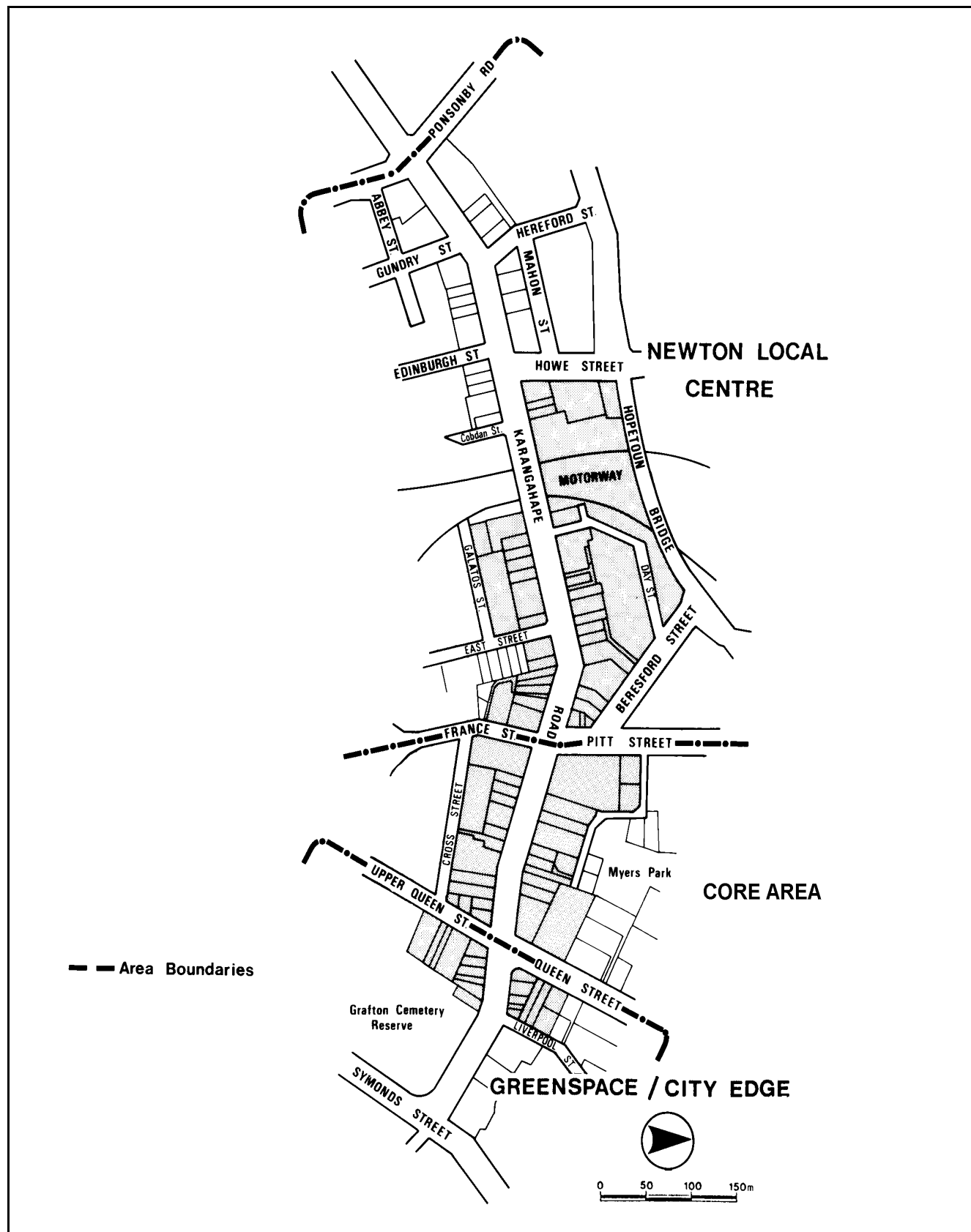
Newton Local Centre - Pitt Street to Ponsonby Road

This area evolved principally at the Newton (western) end of the Karangahape Road shopping centre and slight character differences are still evident. Frontages are generally plainer and overall building height somewhat taller than the core area.

The old Newton Post Office and Bank of New Zealand existed at the heart of the Newton area but both were demolished in the 1970's to make way for the motorway overbridge. Continuity of retail and building frontage was severely disrupted by this, as prior to its construction the entire length of Karangahape Road from Symonds Street to Ponsonby Road was lined with shops and other services including hotels, banks and picture theatres.

The history and overall development of Karangahape Road is essential background to understanding the street's present day form. The guidelines address themselves specifically to building frontages in the Precinct which front onto Karangahape Road and to both frontages of corner sites on Karangahape Road.





LOCAL AREAS



ARCHITECTURAL STYLE

Karangahape Road contains pockets of consistent architectural STYLE, but areas of mixed styles and ages dominate the street.

The vitality and interest of Karangahape Road is generated by this unity and diversity of architectural styles, an understanding of which is essential for the refurbishment of existing buildings and the design of new ones which respect and enhance the streetscape.

Building frontages generally remain intact and accurately reflect their age. Some such as 150-154 (Mark 2, formerly Woolworths) and 210 (McDonalds) have had their frontages remodelled at a later date. Others such as 184-198 (Rendells) and the Hallensteins Building (corner Karangahape Road and France Street) were constructed over a period of time, with the later portions conforming to an earlier style.

A detailed investigation is necessary to accurately reveal building age and for the purposes of this study buildings have been grouped into periods according to frontage characteristics.

Within each style frontage characteristics vary from simple to more elaborate examples, but certain general observations can be made.

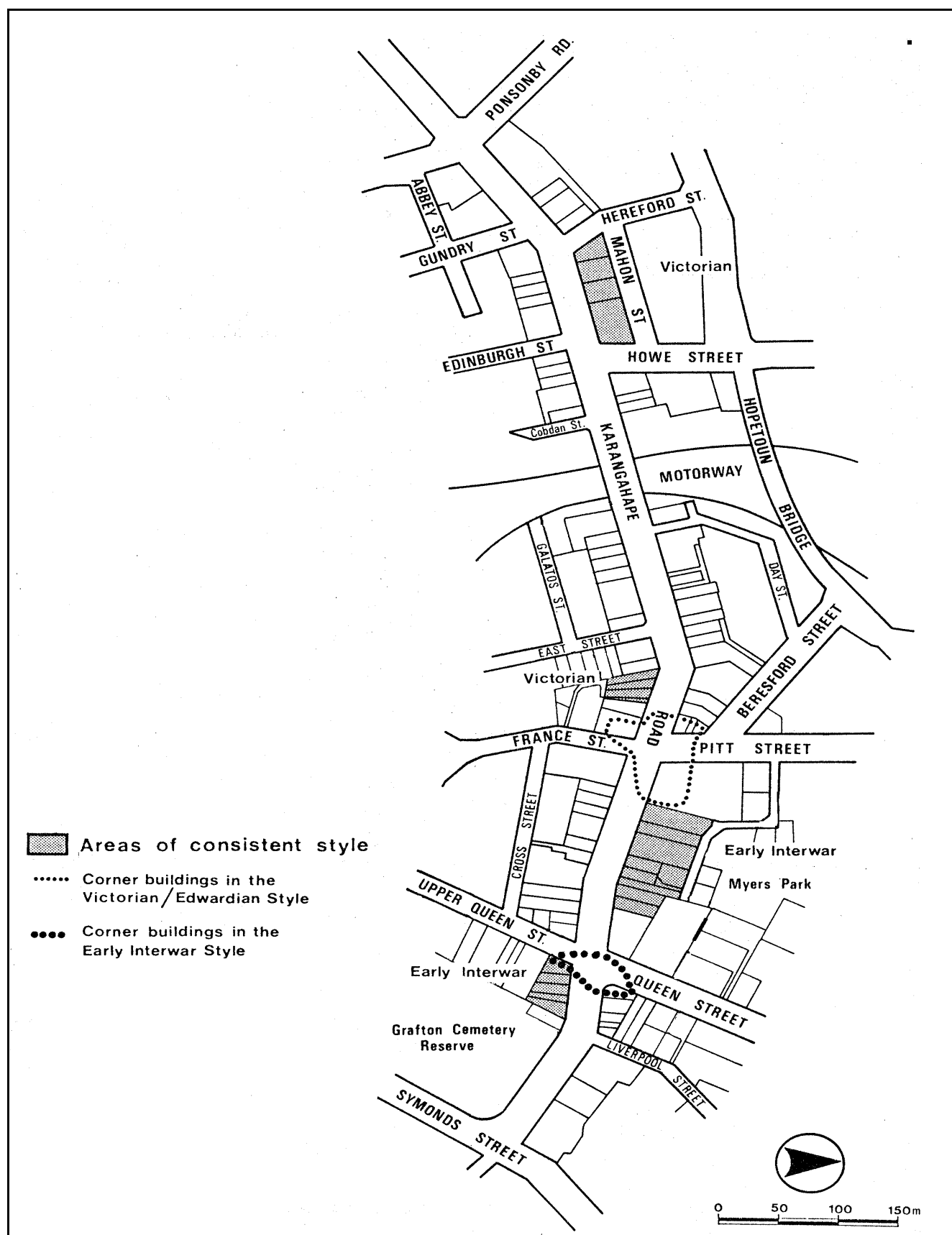


Diversity of architectural styles characterises the southern side of the karangahape Road central block



A pocket of similar architectural style characterises the northern side of Karangahape Road between Hereford and Howe Street

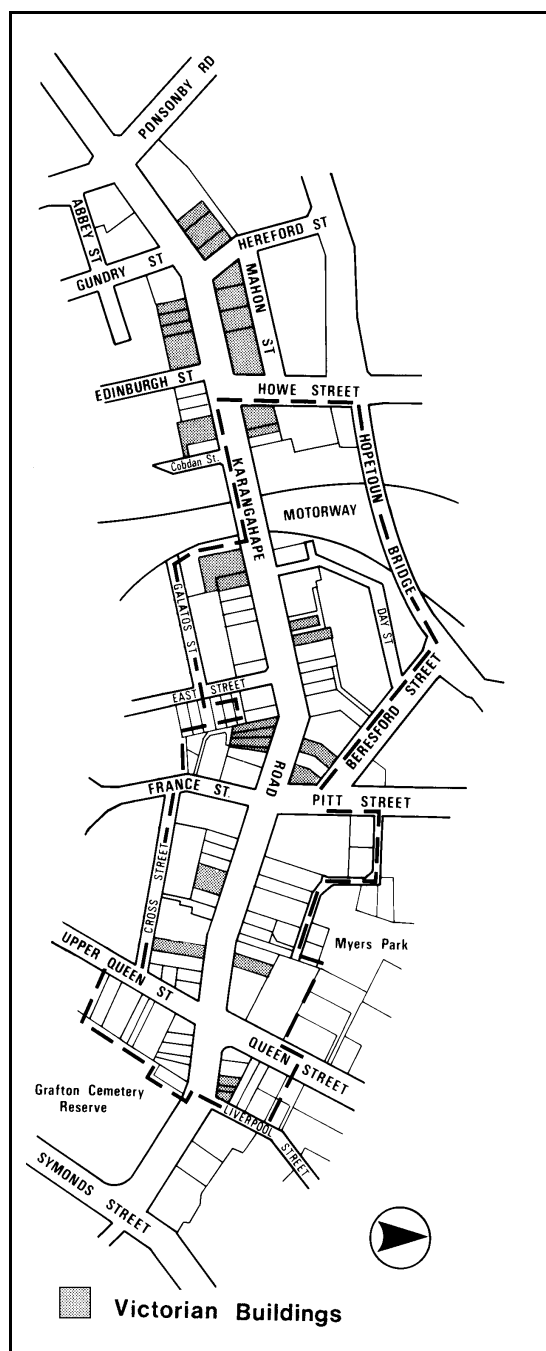




ARCHITECTURAL STYLE



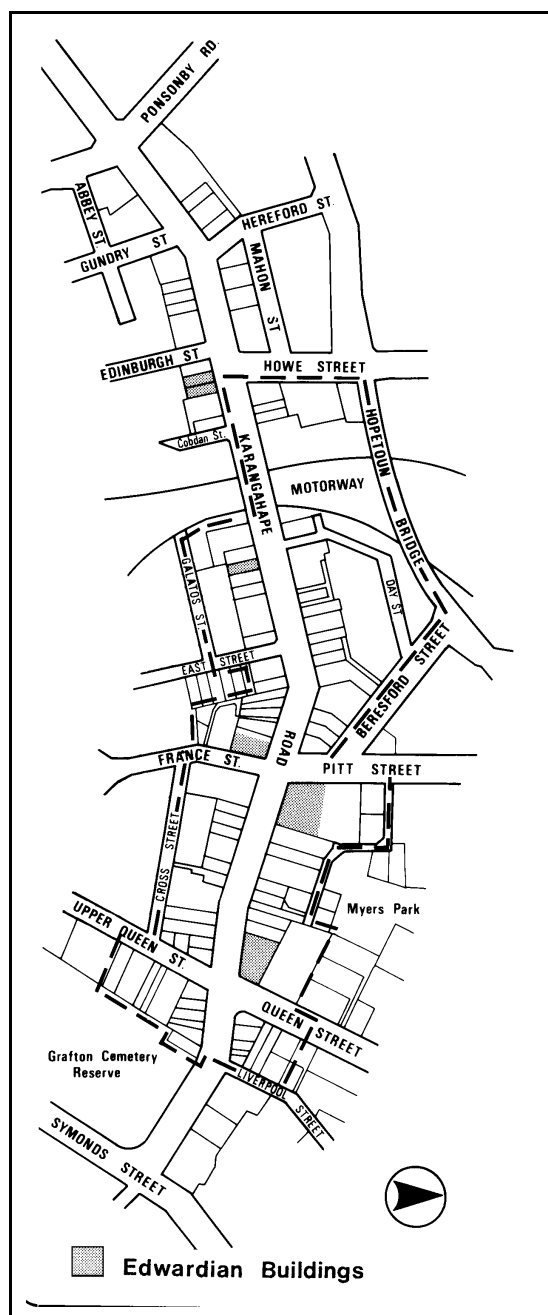
VICTORIAN 1860-1900



Buildings of the Victorian period were generally two storeys in height and built to the street boundary. frontages were divided into small units by fenestration patterns and originally intricate verandah detailing. Recessed entry porches and verandah posts modulated frontages at street level. Above verandah level, richly decorated frontages and parapets using a variety of materials and colours remain generally intact.



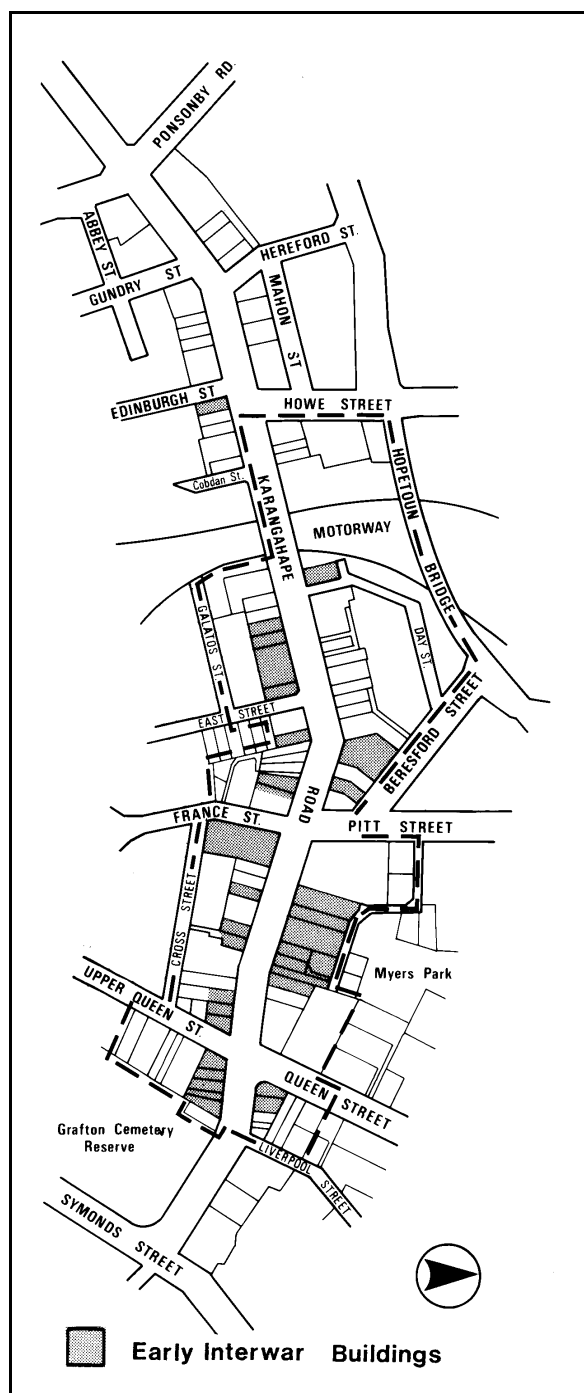
EDWARDIAN 1900-1920



Edwardian buildings were similar in many respects to their Victorian predecessors although perhaps more flamboyant and inventive in their use of decoration. Built also to the street boundary, they were generally two storeys in height with decorated frontages and verandahs.



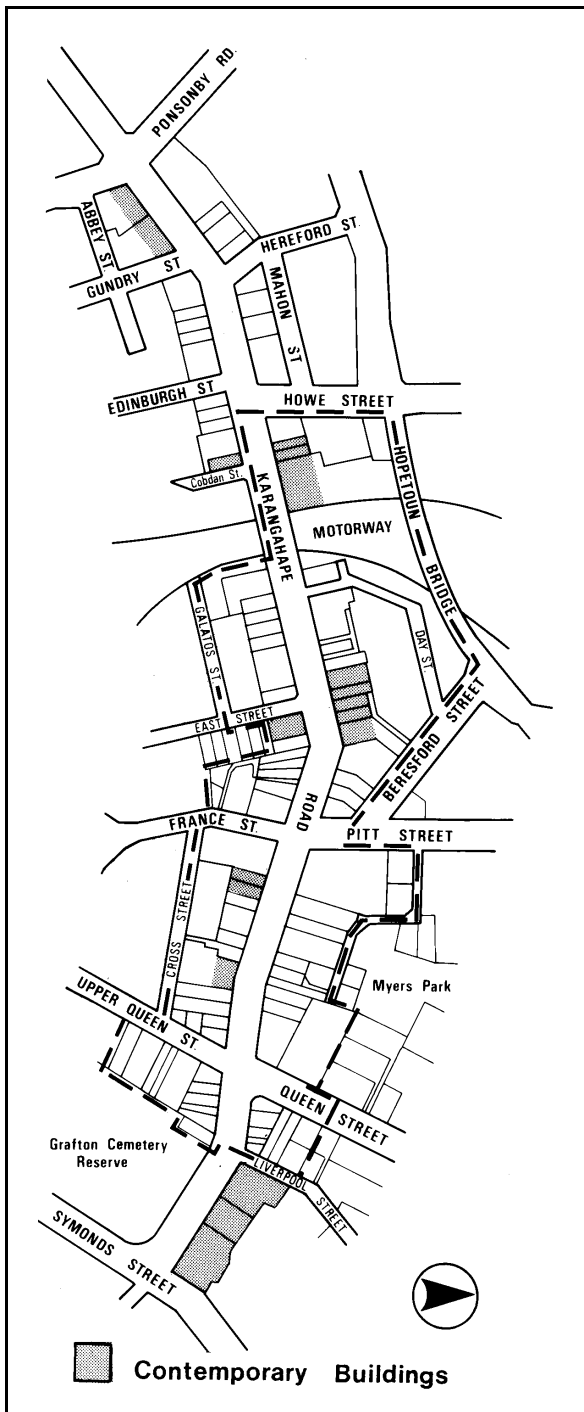
EARLY INTERWAR 1920-1930



Restrained classical motifs were used almost exclusively in buildings of the early interwar period. Buildings were simpler in outline, and flat or stepped parapets gained favour. Verandahs supported by tension stays rather than posts were common.



CONTEMPORARY 1960-1997



Buildings constructed early in this period were still two storeyed, although an overall increase in height is apparent in buildings of the 1970's and 80's, notably the Smart Group building (formerly Norman Doo) at 295 Karangahape Road, Liverpool House (corner Liverpool Street and Karangahape Road), and the Sheraton Arcade and carpark. Minimal applied decoration was used on frontages, which relied on varying combinations of materials, colour and fenestration pattern for decoration. Verandahs are still widely used and are established as a permanent feature of Auckland retail frontages. Little new construction has occurred between 1985 and 1997.

