

conservation

www.archifact.co.nz

suite 9, level 2
d-72 building
72 dominion road
mount eden
auckland 1024

po box 8334
newmarket
auckland 1149
09 966 6940
info@archifact.co.nz



Figure 1: Render of the proposed Devonport mixed use

heritage and special character assessment

**devonport mixed-use development
fast track resource consent**

devonport property management

19 March

Issue history	Date
Draft version for review	16-01-2026
Draft (Revision A) version for review	22-01-2026
Draft (Revision B) version for review	10-02-2026
Draft (Revision C) version for review	11-02-2026
Draft (Revision D) version for review	12-02-2026
Draft (Revision E) version for review	18-02-2026
Draft (Revision F) version for review	20-02-2025
Final version issued	25-02-2026
Final (Revision A) version issued	12-03-2026
Final (Revision B) version issued	19-05-2026

Prepared for:

Devonport Property Management Ltd

Attention: Nick Turley

Copyright © archifact – architecture & conservation ltd, 2026

All rights reserved. Without limiting the rights under copyright above, no part of this report may be reproduced, stored in or introduced into a retrieval system, or transmitted, in any form or by any means (electronic, mechanical, photocopying, recording, or otherwise), without the prior written permission of the copyright owner.

Auckland, May 2026



contents

1.	introduction	4
1.1	description of the proposal.....	4
1.2	historic heritage and special character	5
2.	historic heritage	6
3.	special character.....	8
3.1	special character area overlay – business: devonport	8
3.2	qualitative analysis	8
3.3	proposed pc120.....	10
3.3.1	background.....	10
3.3.2	special character area – business: devonport.....	10
3.3.3	height	12
4.	site and context.....	14
4.1	māori settlement.....	14
4.2	european settlement.....	15
4.3	subject development.....	19
5.	the “cut line” study	22
5.	new development – effects on historic heritage.....	23
6.	new development – effects on special character	26
7.	engagement and consultation	27
8.	conclusion.....	28

1. introduction

1.1 description of the proposal

The proposal is for a comprehensive mixed-use urban town centre development located in Devonport, Auckland, within the block bounded by Victoria Road, Clarence Street, and Wynyard Street. The site comprises 14 existing titles and approximately 6,126m² of brownfield land and includes five Auckland Unitary Plan Category B listed heritage buildings and one Category A listed heritage building.

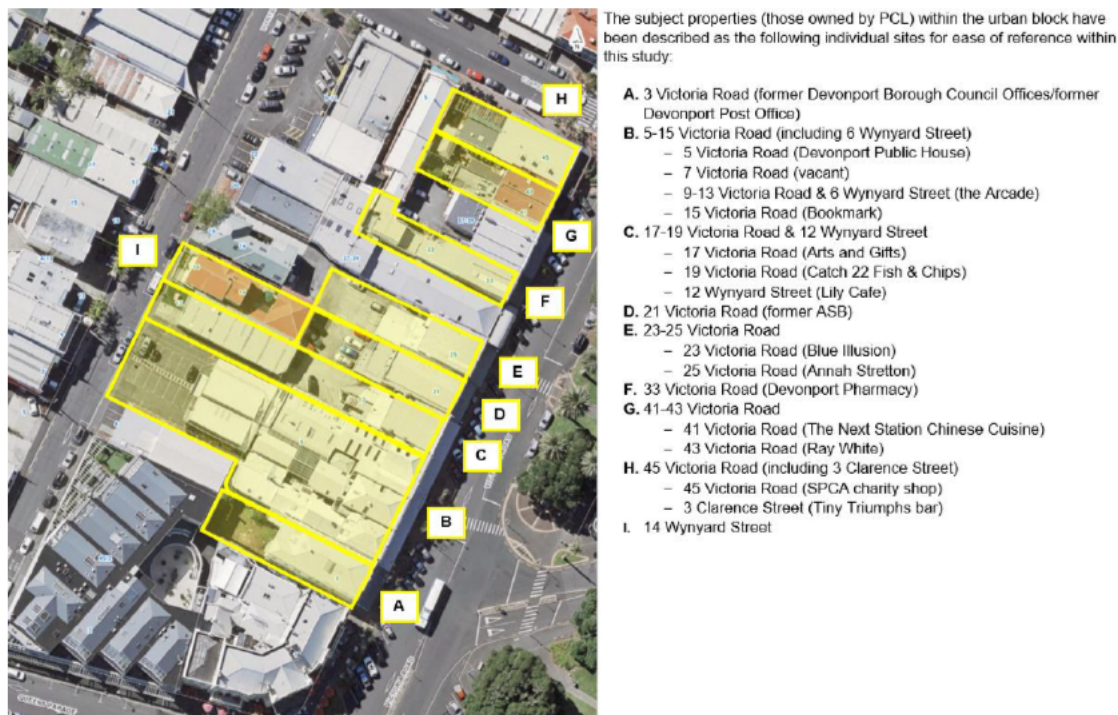


Figure 2: DPML owned properties that are part of this application within the block bounded by Victoria Road, Clarence Street and Wynyard Street.

The development comprises five buildings arranged across three site areas, with building heights ranging from four to eight storeys, and includes up to two basement levels. Buildings 1–3 are located between Victoria Road and Wynyard Street and include a hotel and mixed-use buildings with a two-level basement accessed from Wynyard Street. Building 4 is a mixed-use building located at the corner of Victoria Road and Clarence Street and includes one basement level. Building 5 is a mixed-use building located to the south-west of the site on Wynyard Street with on-grade carparking access.



Figure 3: Proposed Victoria Road street elevation. The heritage-listed buildings that are part of this application are indicated (yellow).
(Fast Track Referral Architectural Drawings, PB&A Architects)

The proposal includes a commercially activated ground plane comprising a network of laneways and a central courtyard, providing pedestrian connections between Victoria Road and Wynyard Street and supporting active ground-floor uses.

The development includes the conservation and adaptive reuse of the Victoria Road heritage buildings, which are integrated into the commercial ground plane.

The development delivers approximately 21,125m² of total gross floor area and 1,770m² of commercial ground plane. This encompasses 12,516m² of residential floor area, 2,382m² of commercial space, and 3,004m² of ground floor retail including commercial outdoor ground plane area. The proposal incorporates 2,319m² of adaptively reused heritage and a new 2,095m² hotel, with the balance comprising building circulation. The proposal provides options for 2,952m² – 6,736m² of basement.

Associated works include carparking and loading facilities potentially ranging between 80 and 200 carparks and loading spaces; earthworks and excavation potentially ranging between 2,000m² and 6,735 m² and 9,380 m³ and 25,000 m³; and all required associated infrastructure including water supply, stormwater (including any required flood mitigation measures), and wastewater services.

The site is located immediately north of the Devonport Ferry Terminal and associated public transport services.

1.2 historic heritage and special character

Historic heritage significance is based on an ability to provide an understanding of the past and thereby enrich the present and the future.

There are a number of recognised and protected historic heritage places within the application area. This assessment considers the various historic heritage and special character values found in the Devonport Town Centre. It recognises that several of the Devonport Property Management Ltd (**DPML**) owned properties are listed in the Auckland Unitary Plan – Operative-in-part (**AUP**) *Schedule 14.1 Schedule of Historic Heritage* as historic heritage places (identified in Figure 3 and the table below) and lie within the existing Special Character Areas: Business – Devonport overlay as defined in the AUP.

The understanding and approach to these particular values has guided a development proposal that anticipates and supports ongoing conservation, maintenance, and repair of the recognised historic heritage-listed properties listed in Schedule 14.1 of the AUP and guides development drawing from the characteristic values of this business area setting and context.

The proposed development includes the conservation, interpretation, and appropriate development of a number of individually listed places of recognised historic heritage significance, the special character values of the business area, and the cultural and archaeological values that distinguish Devonport as a place of local and regional significance. This assessment provides description of the individual and collective historic heritage and special character area values of DPML land holdings in Devonport that constitute a defining part of this Fast Track Referral application.

2. historic heritage

The proposal includes a number of existing individually listed places (buildings and their sites) of historic heritage value included in Schedule 14.1 *Historic Heritage* of the AUP. Of the properties that make up the proposal two buildings were recognised as Category A* places, that reference indicating that the category was carried over from the legacy North Shore City District Plan prior to amalgamation. The sites with that A* category were the 'Devonport Post Office (former) / Devonport Borough Council Building (former)' at 3 Victoria Road and the Mays Building at 5-19 Victoria Road. The remaining places were all recognised as Category B places.

On the 16th of February 2024, the AUP Plan Change 82 Decision version was notified which involved changes to the listings for Items 01120,^[1] 01121^[2] and 01122,^[3] although the Decision version was subject to appeal until 2nd April 2024. The changes as notified in the PC82 Decision version are included in the table below.



Figure 4: The AUP 'Historic Heritage' overlay (purple crossed hatch) over the AUP planning maps. The subject sites and heritage listing categories are indicated.
(Auckland Council Planning Maps, accessed 2024)



Figure 5: The AUP 'Historic Heritage' overlay (purple crossed hatch) over an aerial photo. The subject sites and heritage listing categories are indicated.
(Auckland Council GIS GeoMaps, accessed 2024)

^[1] The Schedule 14.1 heritage listing for ID:01120 as shown has been updated following the AUP Plan Change 82 notified Decision on 16th February 2024. The Category was changed from A* to A, the Primary Feature description was updated, and the Exclusions were added.

^[2] The Schedule 14.1 heritage listing for ID:01121 as shown has been updated following the AUP Plan Change 82 notified Decision on 16th February 2024. The Category was changed from A* to B, the Primary Feature description was updated, the Heritage Values were updated to remove F (Physical Attributes) and G (Aesthetic), and the Exclusions were added.

^[3] The Schedule 14.1 heritage listing for ID:01122 as shown has been updated following the AUP Plan Change 82 notified Decision on 16th February 2024. The Category was changed from A* to A, the Primary Feature description was updated, the Heritage Values were updated to remove B (Social), and the Exclusions were updated.

The table below outlines the status of heritage listed buildings (as notified in the PC82 Decision) within the block bounded by Victoria Road, Clarence Street, and Wynyard Street. Sites owned by DPML are toned green and sites owned by DPML, but are not part of this application, are toned blue.

Sched. 14.1 ID	Place Name, Address	Cat.	Primary Feature	Heritage Values	Exclusions	PCL Owned
01120	'The Esplanade Hotel' 1 Victoria Road	A	Hotel	A, B, F, G, H	Interior of upper floors except for staircases; arched openings in halls and above doorways; toplight windows; fireplaces. Refer to diagram in Schedule 14.3 for ground floor exclusions	No
01121	'Devonport Post Office (former) / Devonport Borough Council Building (former)' 3 Victoria Road	B	Building	A, B, H	Verandah; interior of building(s), except public foyer and main stair, first floor offices fronting Victoria Road, Council Chamber, back stairs	Yes
01122	'Mays' Buildings' 5-15 and 17-19 Victoria Road	A	Each of the three buildings that are collectively known as Mays' Buildings	A, F, G, H	Interior of building(s), except for the arcade and rear alley	Yes
01126	'Commercial Building' 25 Victoria Road	B		A, B, F, G, H	Interior of building(s)	Yes
01127	'Commercial Building' 33 and 37-39 Victoria Road	B	Commercial Building	A, H	Interior of building(s)	Yes
01129	'Buchanan's Building' 41 & 43 Victoria Road	B	Commercial Building	A, B, F, G, H	Interior of building(s)	Yes
01189	'Telephone Exchange (former)', 5 Clarence Street	B		A, F, G	Interior of building(s)	No
01267	'Commercial Building', 20 Wynyard Street	B		A, F	Interior of building(s)	Yes

Table 1: Changes to the AUP Schedule 14.1 Historic Heritage Schedule as notified in the PC82 Decision.

heritage new zealand pouhere taonga listing

None of the DPML-owned buildings are included in the New Zealand Heritage List/Rārangī Kōrero administered by Heritage New Zealand Pouhere Taonga (HNZPT). The Esplanade Hotel at 1 Victoria Road is registered as a Category 1 Historic Place (Listing No. 4481) in the New Zealand Heritage List/Rārangī Kōrero. The Esplanade Hotel is not within the DPML property portfolio.

3. special character

3.1 special character area overlay – business: devonport

The Auckland Unitary Plan (**AUP**) recognises a ‘Special Character Area Business: Devonport Overlay’ focusing on Devonport’s well-preserved commercial centre around Victoria Road and Clarence Street.¹ This area reflects the suburb’s evolution from the 1880s to the 1930s, showcasing its historical significance as one of Auckland’s earliest marine suburbs.² Historically, Devonport functioned as a key commercial and community hub on the North Shore, with its development closely tied to the growth of passenger ferry services and the presence of naval and military bases.³ It retains many original buildings from the late 19th and early 20th centuries, including banks, hotels, theatres, and civic structures.

The area is notable for its physical and visual qualities, featuring a highly intact main street of predominantly two-storey buildings, accompanied by three-storey landmarks like the Esplanade Hotel. These structures display a range of architectural styles, including Victorian and Edwardian Free Classical, Stripped Classical, and Art Deco, with decorative façades, verandas, and traditional shopfronts enhancing the pedestrian experience. The urban layout follows the natural contours of the land, with buildings constructed to the street edge, particularly along Victoria Road, creating a strong sense of enclosure. Notable features include the Victoria Theatre, Devonport Post Office, mature street trees, bluestone kerbing, and views to adjacent beaches and reserves, all of which contribute to the area’s attraction and heritage character. Together, these elements make Devonport’s business area a distinctive and valued example of Auckland’s early suburban town centres.

3.2 qualitative analysis

There are several physical attributes that define, contribute to, or support the special character of business area. These include the built form and architectural design, streetscape qualities such as historical subdivision patterns, lot sizes, street layout and widths, a continuity of business activity, and the presence of vegetation. Equally important is the relationship between the built form and the surrounding landscape, including topography, open spaces, and natural features.

In the case of the ‘Special Character Area Business (**SCAB**): Devonport Overlay’, the area defined by the AUP does not include the road or footpath at the edges of the character area nor does it include the library, the Windsor Reserve, or the mature trees within the park. However, the perception of this SCAB extends beyond the lines shown in the AUP planning maps to incorporate notable landscape features such as the mature trees, parks, reserves, and civic landmarks like the public library whose form and scale are no less character defining. While the special character statement acknowledges the contribution of these spaces, particularly Windsor Reserve, they are not formally included within the Business zone.

Notably, the supermarket, Windsor Reserve, and the Devonport Library fall outside the Devonport SCAB boundaries, yet they each play a defining, if distinctly different, role in shaping the identity of the Devonport SCAB. Windsor Reserve, for example, contributes significantly to the pleasantness and sense of place in this compact historic coastal commercial centre, which is distinct to the Devonport town centre.

¹ AUP, *Schedule 15 Special Character Schedule, Statements and Maps*, Section 15.1.6.3.1, pg. 42.

² AUP, *Schedule 15 Special Character Schedule, Statements and Maps*, Section 15.1.6.15.3, pg. 123.

³ AUP, *Schedule 15 Special Character Schedule, Statements and Maps*, Section 15.1.6.3.1, pg. 42.

The special character of Devonport is not limited to individual buildings, rather, it emerges from the collective values, spatial makeup, and the experience of moving through the area. Notable landmarks such as Windsor Reserve, the beach, the Wharf, Takarunga Mount Victoria, and surrounding natural features are essential to understanding the area's identity. Even though these elements are not formally included in the Special Character Area Business extent, they are visually and spatially inseparable from the area's unique topography and special character and have been included in the project's approach to the area.

One of the defining aspects of the Devonport business area's special character is the high level of visual coherence along its main street. This is largely a result of the town centre's rapid redevelopment following a major fire in 1888. The reconstruction effort introduced a consistency of materials and design, particularly evident in the use of plastered masonry buildings along Victoria Road. This cohesiveness does however diminish toward the northern end of Victoria Road, especially on the eastern side, where there is a broader mix of building types, architectural styles, and building ages.

Overall, the special character of Devonport arises not from any single typology or structure, but from the relationship between the harbour, the maunga, historic built form, landscape, historical development and activity, and the distinctive and particular amenity these qualities generate in the area.

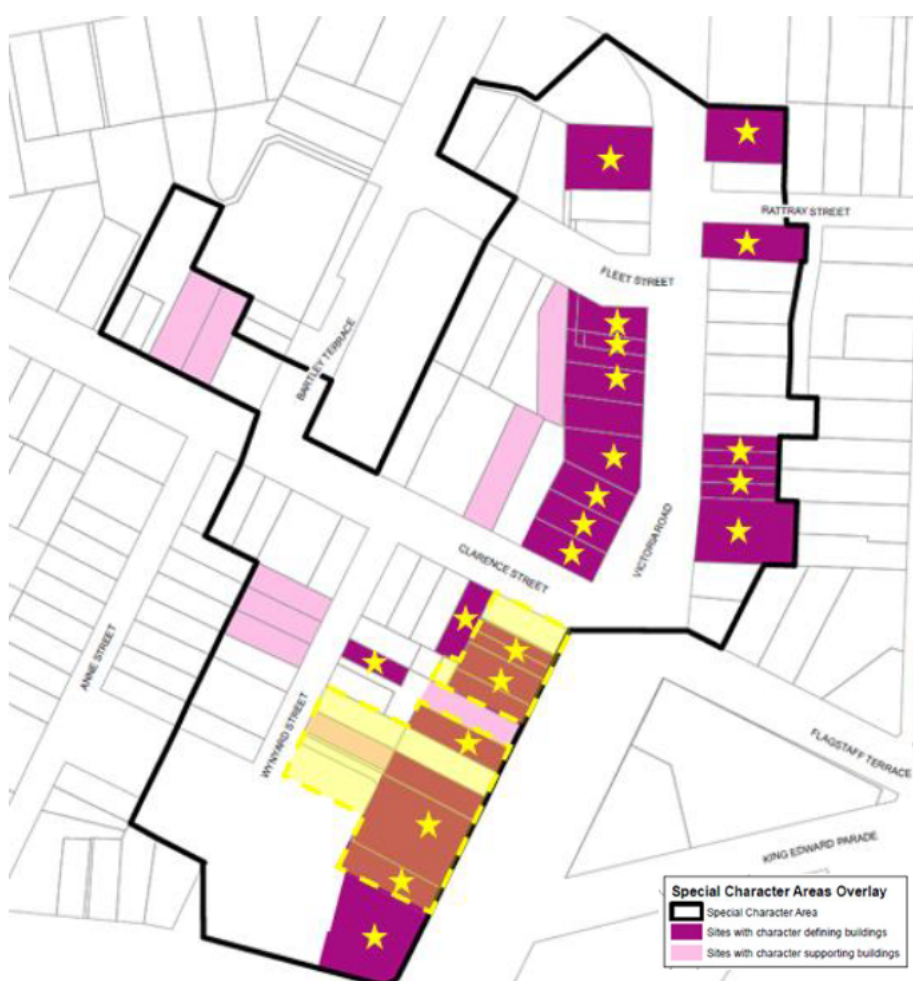


Figure 6: AUP – Devonport Special Character Map Area Map. SCAB boundary outlines are shown in the thick solid black line. The subject properties are outlined and indicated yellow, whereas the heritage listed places (within the SCAB) are indicated with a yellow star.

(Chapter L, Auckland Unitary Plan –Schedule 15 Special Character Schedule, Statements and Maps 15.1.6.3.1 Extent of Area).

3.3 proposed pc120

3.3.1 background

The Auckland Council resolved that special character of “*high quality*” was a qualifying matter under Subpart 6 3.32(1) of the National Policy Statement for Urban Development 2020 (**NPS-UD**); the NPS-UD includes a requirement for a site-specific analysis of qualifying matters. The Council has chosen to identify areas of residential and business special character value as a qualifying matter within walkable catchments of rapid transit routes/stops and in areas within, and adjacent to, neighbourhood, town and local centre business zones to ensure these areas and their values are managed (refer Figure 5). Qualifying matters are those specific characteristics or values of a site or area which make the levels of intensification otherwise required, inappropriate.

DPML’s submission seeks intensification to parts of the Devonport Town Centre and this assessment considers, in the main, the appropriateness of the changes requested with regard to heritage and special character and also considers the proposed reduction in the extent of area proposed by Council through PC120 of the Special Character Areas Business (**SCAB**): Devonport.

Many of the Activities listed in the Activity Table at D18.4.1 (residential) and D18.4.2 (business) are qualified with reference to Qualifying Matters. In my opinion this is inappropriate as special character is not associated with the s6 matters of national importance in the Act, but with s7 and particularly s7(c) as a matter of amenity as required under s77I(a) or s77O(a). I understand Council’s argument is that special character residential and business areas are Qualifying Matters in accordance with their interpretation of the open-ended “*any other matter*” provision at s77I(j) and s77O(j) in reference to the requirements of Policy 3 in the NPSUD where an evaluation report can demonstrate that specific characteristics that make the level of development directed by Policy 3 inappropriate (see NPSUD Policy 3.33(3)(a)).

3.3.2 special character area – business: devonport

PC120 Chapter D18(p2) adds Devonport to a column identifying special character areas that are both residential and business. At the same time, it maintains the separate recognition of Devonport as a special character area overlay: business. This is reflected in the planning maps and in the Schedule 15 special character schedule, statements, and areas for business areas where the extent of the special character area overlay: business for Devonport is significantly reduced and reinforces a focus on the buildings that front Victoria Road, while ignoring Victoria Road and Windsor Reserve.

The Activity table at D18.4.2 for the business overlay does, as had the table in D17 for historic heritage, qualify various Activities (A8 -A13, A16-A21, and A24-A27) through the Qualifying Matters at s77O(j). The Activity Table at D18.4.1 (residential) and at D18.4.2 (business) appear to be further qualified by comments where an Activity is governed by an understanding of the nature of the Qualifying Matter that historic heritage is under the RMA at s6(f). Council’s December 2021 re-evaluation of the SCAB: Devonport area applied in PC120 found that:

“the area (or parts thereof) continues to exhibit the special character values identified in the Auckland Unitary Plan (Operative in part) (AUP (OIP)).”



Figure 7: AUP SCAB: Devonport



Figure 8: PC120 revised SCAB: Devonport extent

The reduction of the extent of SCAB overlay in Devonport generally aligns with the recognised historic heritage extent of place associated with the individually listed places in the SCAB area and, perhaps not surprising, that the evaluation concludes by suggesting that:

“The area has potential to be of significance as a historic heritage area.”

That conclusion, which aligned with the HNZPT submission to PC82 advocating the town centre of Devonport be recognised as an historic heritage area was not however supported by Council or the Hearings Panel at the time.



Figure 9: AUP SCAB: Devonport



Figure 10: PC120 comparative mapping of “contributing” sites (AUP) or buildings (PC120)

There is an important shift in the qualifier to Council's evaluation of the special character qualities of the SCAB particularly with respect to the special character of the business area of Devonport in PC120 in that the focus moves from contributing sites to contributing buildings:

*"It should be noted that the AUP (OIP) records each site that is occupied by a character defining or character supporting building. In contrast, the survey results record (where visible) **each building** [emphasis added]. This allows for the contribution of **each building** [emphasis added] to be accurately recorded, including where two or more buildings with varying levels of contribution share a single site. In some cases, one building may occupy more than one site. Sites with no buildings and sites or buildings that are not visible have also been identified."*

This approach is in contrast to various decisions from the High Court⁴ and Environment Court where special character, aligned as it is with s7(c) amenity matters in the RMA, are derived from a wider set of factors than simply buildings. A buildings-only approach ignores the wider environmental context that distinguishes places like Devonport where the proximity of the harbour, the Maunga, Victoria Road itself, and Windsor Park reserve all contribute to that sense of the distinctiveness and special character of Devonport.

3.3.3 height

In considering the extent to which change, including greater height, is appropriate, is a process informed by an understanding of the wider setting with respect to historic heritage values and (separately) those values associated with a special character business area. An increase in height from that existing to something greater is generally more appropriate in urban settings, although this is caveated in that any assessment of effects is conditional on the quality of the design response and is not simply a binary position of more height does not mean no effect.

In considering increases in building height, I qualify appropriate building height by consideration of both anticipated building heights and the nature of the urban form and scale in the area. The relief sought by DPML is nuanced in that it seeks a variety of height controls across its landholdings that reflect a more distinctive approach to Devonport's historic and special character values. In considering effects on historic heritage values or on special character area values arising from the enabling of a greater height control, the submitted 18m, 21m, 24m, and 27m heights sought by DPML are appropriate. The nuanced approach of a variety of heights, rather than a single maximum affords an equally nuanced transition from the urban environment to the surrounding lower scaled suburban areas. That transition is further governed by the protection afforded the uncontested heritage-listed buildings within this setting.

In considering the specific implications of increased height on historic heritage values I recognise that in an historic heritage practice approach to such considerations there is no precedent setting rule. Rather, each place, its setting, and its distinctive and particular values are considered on a case-by-case basis. A reasonable starting point for guidance can already be found in the AUP's Chapter D17 Historic Heritage Overlay

⁴ JUDGMENT OF MUIR J, CHARACTER COALITION INCORPORATED v AUCKLAND COUNCIL [2025] NZHC 805 [7 April 2025]. CIV-2024-404-002182 [2025] NZHC 805

where the Objectives and Policies “enable”⁵ and “support” appropriate development, and effects consider a wide range of general matters with respect to historic heritage values. While there is a Standard at D17.6.5 which governs changes to height, as a result of modifications to features identified as exclusions, there is no specific guidance concerning height associated with scheduled historic heritage places per se.

A reference to how the assessment of effects that consider height (amongst other matters) associated with development in a heritage context can be found in Historic England’s *Historic Environment Good Practice Advice* in Planning Note 3 (Second Edition)⁶. That guidance begins by offering general advice on understanding setting and how it contributes to the significance of heritage assets, before adding advice on how views play a part in setting. Setting, in this sense describes the surroundings in which a heritage asset is experienced. Its extent is not fixed and may change as the asset and the surrounding evolve. Elements of a setting may make a positive or negative contribution to the significance of an asset, may affect the ability to appreciate that significance, or may be neutral. Setting is the surroundings in which an asset is experienced and may therefore be more extensive than the defined extent of place associated with the heritage asset. All heritage assets have a setting, irrespective of the form in which they survive. The settings of heritage assets change over time. How that evolution of the wider setting affects historic heritage values needs to be measured on a case-by-case basis.



Figure 11: Comparative analysis of height variation controls between PC120 (left) and the DPML submission (right)
Source: Boffa Miskell 11 December 2025.



Figure 12: Comparative analysis of height sensitive areas between PC120 (left) and the DPML submission (right)
Source: Boffa Miskell 11 December 2025.

⁵ AUP D17. 3 (3)

⁶ A further companion document produced by English Heritage is the *Seeing the History in the View: A Method*

In a reasoned assessment approach to the consideration of effects on heritage assets and special character areas height *per se* is not a matter to be dismissed or feared out of hand. A wider lens that considers all those factors that contribute to the recognised historic heritage values of a place or the special character of an area should also consider the wider setting. This is how we have considered the special character business area of Devonport through our own analysis, applying a wider lens than that currently reflected in the description of the special character area as defined in the UAP. Historic heritage places within urban environments are not ones where setting, and with that height, are necessarily adversely affected by the height of neighbouring development.

4. site and context

4.1 māori settlement⁷

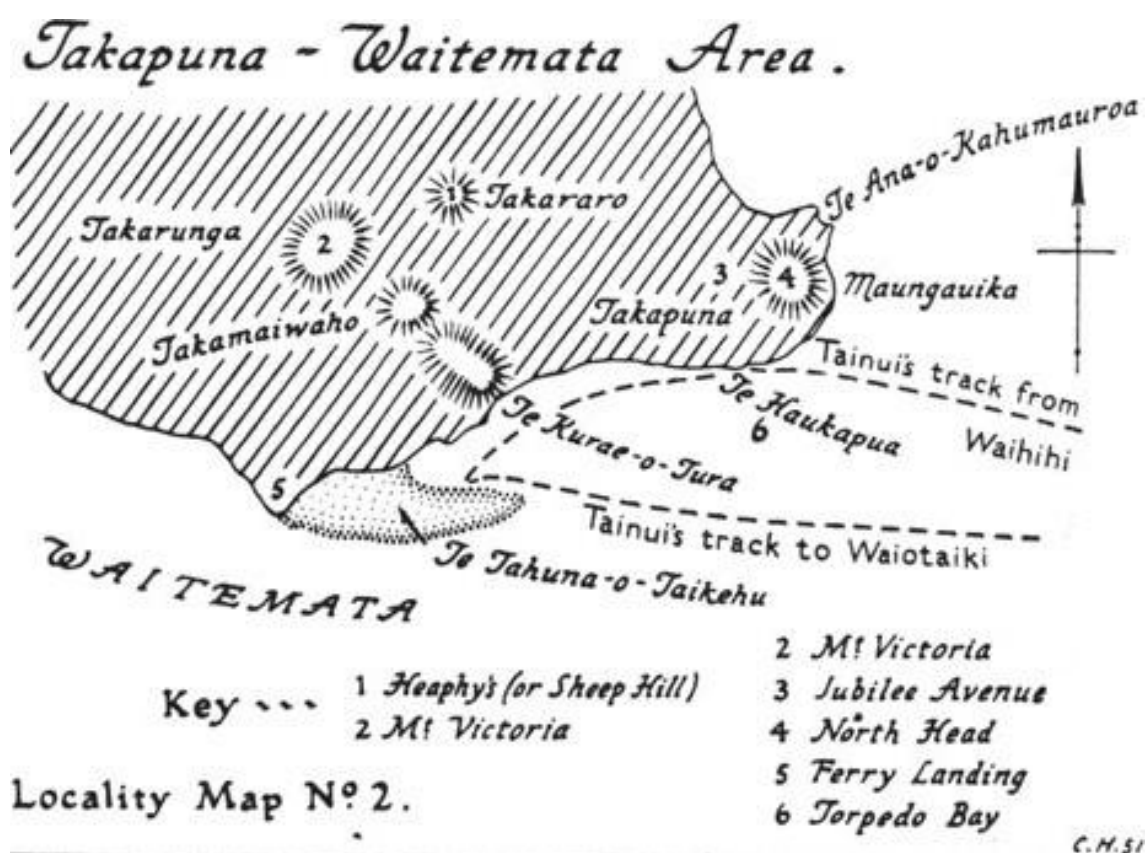


Figure 13: Map of the Takapuna-Waitematā area drawn by George Graham (1951) to illustrate the location of the Tainui landing at Haukapua (Devonport).

(Originally published in *Journal of Polynesian Society*, vol. 60, no. 1, 1951, p92)

A description of the pre-contact history of occupation of Devonport is contained in the Archaeological report prepared by Archaeology Solutions Ltd (Dr. Hans-Dieter Bader, Archaeologist). This report should be read in conjunction with that report.

⁷ While based on reliable documentary sources, this information should not be viewed as complete or without other context. There are a large number of iwi historically associated with the Auckland region and many other histories known to tangata whenua.

4.2 european settlement

The Musket Wars of the early 19th century reached Tāmaki Makaurau in 1821 culminating into an epic battle at Mokoia Pā in Tāmaki. The success of Ngāpuhi resulted in most people of the region fleeing into the Waikato and returning slowly in the 1830s.

In 1841 the Crown acquired 100,000 acres with the purchase of the Mahurangi Block from Ngāti Maru, Ngāti Paoa, Ngāti Whanaunga and Ngāti Tamatera. The boundaries of the block stretched from Te Arai in the north to Takapuna in the south⁸. Despite the difficulties to define the boundaries of the Mahurangi Block accurately the study area is considered part of it. The sale did not extinguish the presence of Māori living in settlements within the Block. It seems that only the Waikato War in 1863 ended occupation of Te Haukapua as a Māori settlement. Nonetheless, archaeology has shown that a Māori presence can be found much later in places that have gone into European land ownership (e.g. East Tāmaki and Bell Block)⁹. This will be one of the questions to explore in the study area.

It seems that only the Waikato War in 1863 ended occupation of Te Haukapua as a Māori settlement. Nonetheless, archaeology has shown that a Māori presence can be found much later in places that have gone into European land ownership (e.g. East Tāmaki and Bell Block)¹⁰. This will be one of the questions to explore in the study area.

A tract of land along the Devonport foreshore, by then known as Windsor Reserve, had attracted British naval vessels as early as 1840 and was used as a landing place for those warships which had been sent from Russell to support the establishment of the City of Auckland. A flagstaff was raised on Takarunga Mount Victoria as a visual signal station with Lieutenant Robert Snow being awarded the position of signalman.

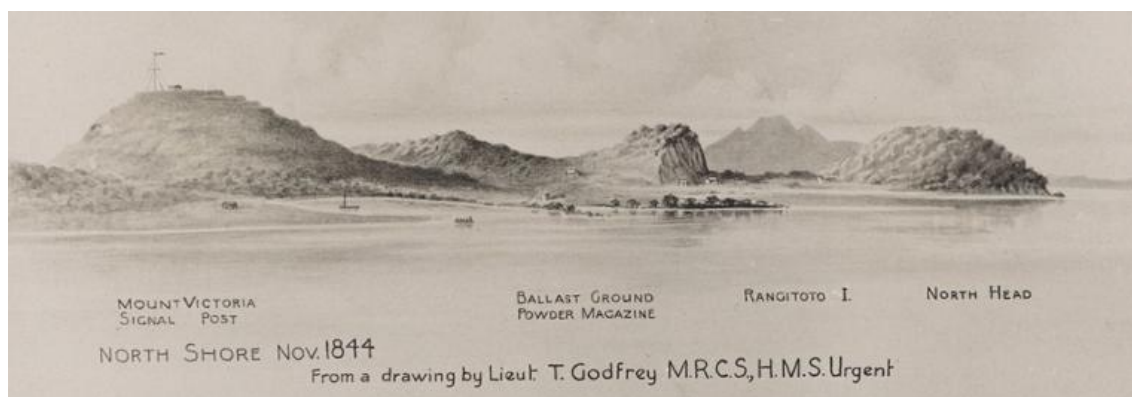


Figure 14: 1844 sketch by Lieutenant T. Godfrey of the HMS Urgent by the Auckland Art Gallery, showing Devonport, Takarunga Mount Victoria with Signal Post (left), and North Head (right) (Auckland Libraries Heritage Collections 1043-060)

⁸ Stone, R.C.J. 2001. From Tamaki-Makau-Rau to Auckland. Auckland: Auckland University Press.

⁹ Adamson, J. & Bader, HD., 2008. Archaeological Excavation Report on the Street Homestead, Penrod Drive, Bell Block, Taranaki, unpublished report.

Adamson, J. & Bader, HD, 2024. Archaeological Report on Te Māra Pātengi o Te Wai o Uru, Fisher & Paykel Healthcare Building 4 and 5, Maurice Paykel Place, East Tāmaki, Authorities #2017/679 & #2021/562, unpublished report.

¹⁰ Adamson, J. & Bader, HD., 2008. Archaeological Excavation Report on the Street Homestead, Penrod Drive, Bell Block, Taranaki, unpublished report.

Adamson, J. & Bader, HD, 2024. Archaeological Report on Te Māra Pātengi o Te Wai o Uru, Fisher & Paykel Healthcare Building 4 and 5, Maurice Paykel Place, East Tāmaki, Authorities #2017/679 & #2021/562, unpublished report.

The flagstaff was moved down onto the naval site in 1841. The naval depot soon became known as Sandspit or Depot Point and was the first naval base to be established in Auckland. This location is now Devonport Beach and Windsor Reserve. The Devonport township area was known as Flagstaff until the 1860s, in reference to the signalling station originally installed on Takarunga Mount Victoria.

In 1849 Devonport was incorporated into the Hundred of Pupuke and the following year the area was subdivided into suburban farms with the allocation of the original Crown Grants. However, certain land parcels were excluded from subdivision and sale. These tracts were retained for use as reserves and included the naval land (Windsor Reserve). The current layout of the town was established at the very beginning of this colonial settlement with surveying commencing for the formation of main roads such as Victoria Road, Beach Road (now King Edward Parade), and Clarence Street (now Flagstaff Terrace).



Figure 15: Extract view (full image inset) of 1857 hydrographic chart of Auckland's Waitemata Harbour showing 'Depot Point' sandspit (arrowed).
(Auckland Libraries, Sir George Grey Special Collections ref. NZ Map 3908a)

The initial growth of Devonport saw intense rivalry between two 'ends': one at Victoria Road, and the other further east along the waterfront at Church Street with Duder's Wharf. After an intense period of rivalry, the Holmes Brothers' ferry service from Victoria Wharf to Auckland City at the bottom of Victoria Road won out. The original commercial area of Devonport was concentrated on the western side of Marine Square and Victoria Road and stretched north from the wharf to Clarence Street (being the Victoria Road buildings within the subject precinct).

Boat building yards and shipping ventures were also a common feature of the Devonport coastal stretch. In 1855 Coombes and Daldy constructed a stone jetty inside the Devonport Sandspit for loading ballast, the exact location of which is currently unknown. Later, in the early 1860s, the Holmes Brothers built a slip and constructed the cutter *Morning Light* at the foot of Victoria Road, where the present

Victoria Wharf is located. The wreck of the boat is reported to lie beneath the sand in front of the former bathing sheds at Devonport Beach.

The area's potential as a seaside suburb was recognised as early as 1859 when notices appeared in the *New Zealander* offering land "*in the village of Devonport*" for sale by auction. In the 1860s Devonport was subject to considerable land speculation, however, large-scale development emerged primarily during the economic boom of the 1870s and 1880s. By the 1860s, with the start of the Waikato Campaign of the New Zealand Land Wars and the increase in membership of the Naval Volunteers, the Navy was granted full use of the Sandspit and the 'triangle' (now the northern side of Windsor Reserve with the library). The naval authorities proceeded to construct a wharf at the Sandspit around 1863 and replaced the small shed with a large two-storey building to which was later added a blacksmith's shop and a caretaker's house. The barracks remained in regular use until they burned down in 1897.



Figure 16: 1864 sketch view of Devonport (artist unknown) looking east from Takarunga Mount Victoria towards North Head, from a poster for sale of land.
(Auckland Libraries Heritage Collections D-GVA-0003)

Through the second half of the nineteenth century, Devonport steadily grew. The Devonport area became well known for a number of fledgling businesses that developed into large local industries. Torpedo Bay became the focus of multiple shipbuilding companies.

With the onset of the Russian War 'scare' in the 1880s, Devonport had grown further with the arrival of the military and the construction of defence works on North Head, including the establishment of the Torpedo Bay Submarine Mining Base constructed below North Head at the far end of Torpedo Bay during the 1880s and 1890s. A special boatshed was constructed on the Naval Reserve at Depot Point (Windsor Reserve) to house one of the Thornycroft torpedo boats allocated to Auckland. This growth was also coupled the efficient and reliable ferry service of the newly formed Devonport Steam Ferry Company in 1885.

With the completion of the Calliope Dry Dock in 1890 the navy traded the Sandspit land at Devonport for the block of land recently reclaimed at Calliope Point. They proceeded to move all naval activities to the new site, where the navy base remains today. The Naval

Reserve at Sandspit subsequently came under the ownership of the Devonport Borough Council and became known as the Borough Reserve or the Admiralty Recreation Reserve.

By the start of the twentieth century, the Devonport commercial area was thriving. As commuting was now possible into the city via the ferry service, businessmen and other professionals from the city began to settle in the area and build large residences, and the Devonport town centre expanded into a prosperous seaside community, with an emerging reputation as a recreational resort, accessible by ferry from Auckland.

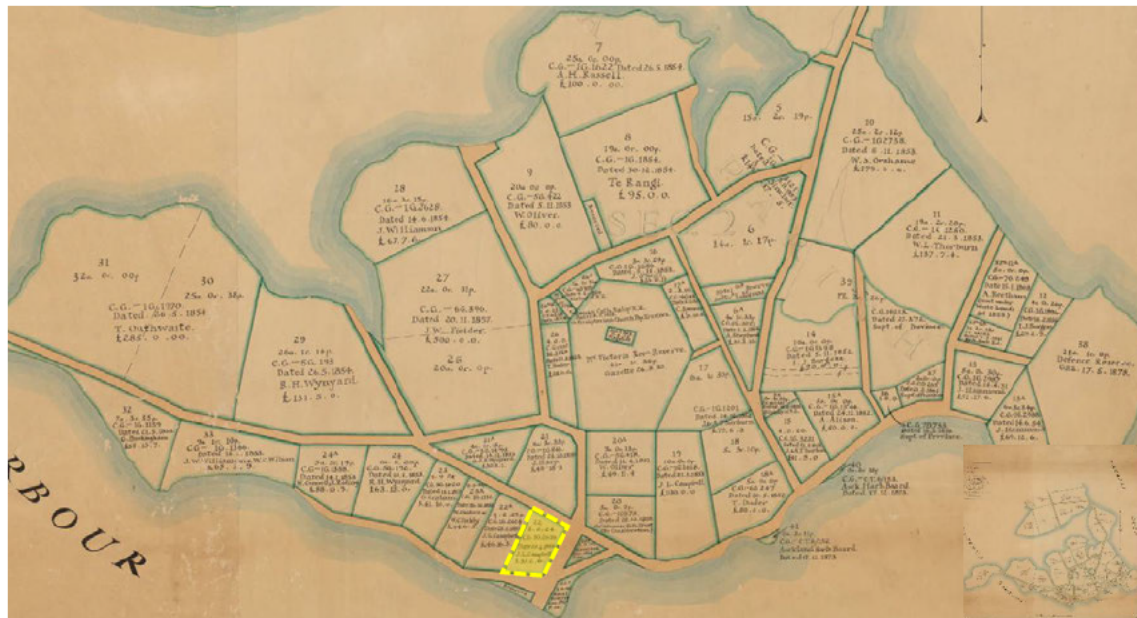


Figure 17: Extract map (full image inset) showing the original 1850 subdivisions of Allotments Section 2 and part Section 1 at Devonport. The subject precinct at Lot 22 is highlighted. (Auckland Libraries Heritage Collections Map 9541)

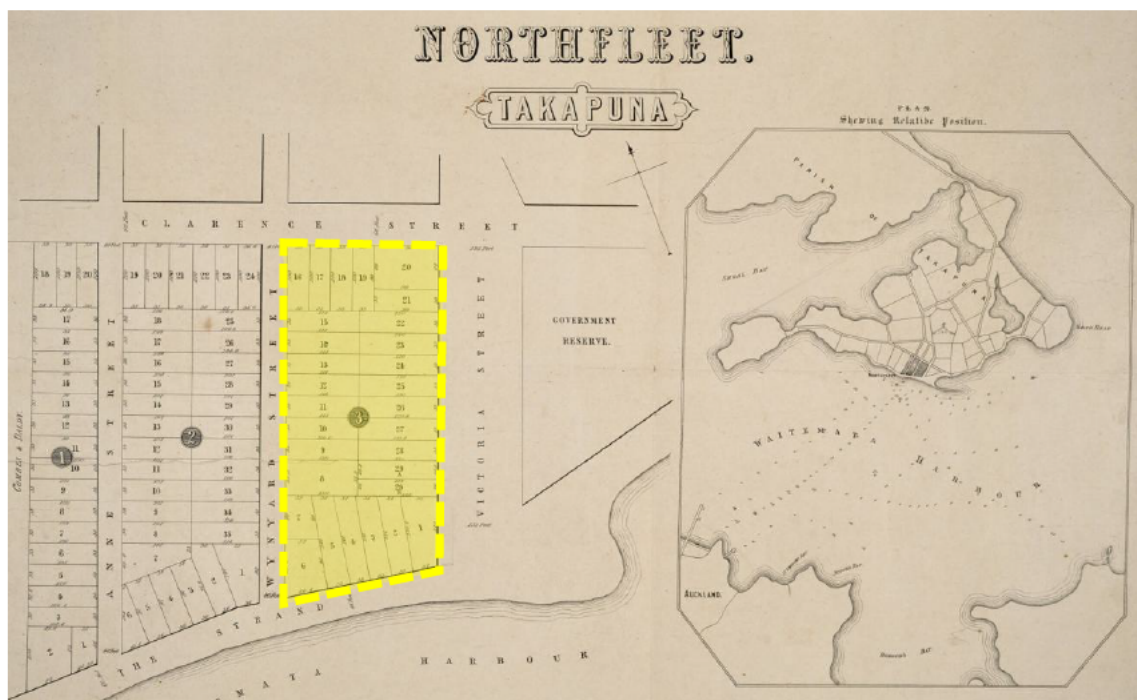


Figure 18: 1865 subdivision plan showing the 'Northfleet' precinct blocks (previously Allotments 22 and 22A), with the subject precinct highlighted. (Auckland Libraries Heritage Collections Map 4496-2)

Bathing sheds were built on the Devonport beach, and the area became a popular recreation ground for locals and visitors for whom a day out in Devonport was a holiday highlight. Today, the Devonport area is a popular residential area with a town centre based around Victoria Road and the Devonport wharf. The Navy is still based in the area around Calliope Dock. The former Torpedo Bay Submarine Mining Base has been developed into the Navy Museum and Maungauika / North Head is now managed as a Public Reserve by the Department of Conservation.

4.3 subject development

The subject precinct is located within the original Crown Grant Allotment 22 Block II Portion of Section No. 2 Parish of Takapuna (3A.2R. 34P) issued in 1857 to John Logan Campbell. In 1865, Allotment 22 was subdivided into 30 lots (Lots 1–29A & 29B) and offered for sale as part of the Holmes Brothers' 'Northfleet' subdivision. It is possible that this block of land may have had some earlier European settlement and occupation in the 1840s connected with the adjacent naval occupied land (Windsor Reserve) and their families.



Figure 19: Extract view (full image inset) looking south towards the subject precinct in 1873 from Takarunga Mount Victoria showing Victoria Road (left) and Wynyard Street (right) (Auckland Libraries Heritage Collections 5-2211)



Figure 20: 1883 survey map of the Northfleet allotments, with the subject precinct outlined, showing the buildings, uses, construction materials, and owners/tenants. (Auckland Libraries Heritage Collections Map 8152)

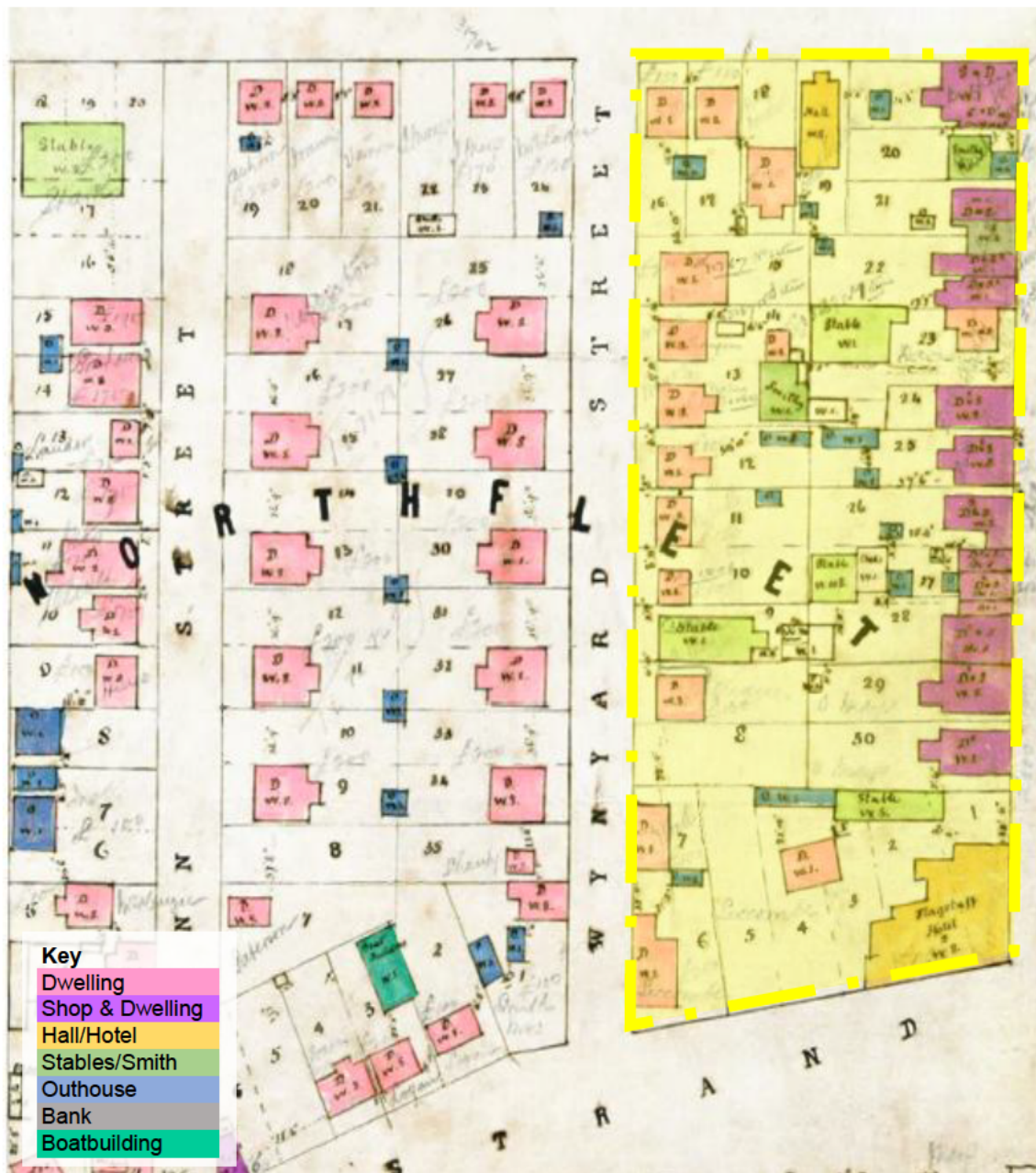


Figure 21: Close-up of 1883 survey map of the Northfleet allotments with the building uses identified by colour. The subject precinct is outlined. (Auckland Libraries Heritage Collections Map 8152)

An 1883 plan of the 'Northfleet' subdivision shows that by that time all but two of the 30 lots had been developed. Along the Victoria Road frontage, the buildings consisted primarily of one and two-storey wooden buildings with shops below and dwellings above. Along the Wynyard Street frontage were one and two-storey wooden dwellings. As an exception Lots 27 and 28 had two-storey brick buildings on the Victoria Road frontage, which were built by Oliver Mays in 1882: the Mays' Building at 7-15 Victoria Road. The Mays' Building was a general store incorporating a bakery, stables, post office, and a coal and firewood depot. Mays also owned some of the lots facing Wynyard Street and the larger of the two stable blocks contained a one-storey wooden building located on part of this land (Lot 9).

In 1883 the bakehouse was housed in a one-storey wooden building that straddled the boundary of Lot 28 and Lot 9. The Mays' Building also had a central arched alleyway (Lot 28, 13 Victoria Road) that led to the stables at the rear.

On 19th February 1888, a fire destroyed most of the original buildings in the block south of Clarence Street. Within the subject precinct, the Mays' Building on Lots 27 & 28 withstood the fire thanks to its brick construction, saving the wooden buildings on the lots to the south. In response, the then Borough Council declared the Victoria Road main street to be a 'brick area', and between late-1888 and 1909, the replacement commercial buildings on Victoria Road to the north of the Mays' Building were constructed in brick. Today, the Mays' Building is the only surviving pre-1883 building within the subject precinct.



Figure 22: Extract view (full image inset) looking south towards the subject precinct in the late-1880s to early-1890s (i.e., after the 1888 fire) showing Victoria Road (left) and Wynyard Street (right). (Ref: 1/2-018635-G, Alexander Turnbull Library, Wellington)

By the start of the 1890s the subject precinct had two-storey brick masonry buildings along the Victoria Road frontage and numerous smaller single-storey buildings and structures at the rear, occupying the centre of the block. The Wynyard Street and Clarence Street lots appear to be occupied by single-storey timber dwellings.

By 1945, all the 1882-1909 masonry buildings along the Victoria Road frontage remained in place. The buildings appeared to have few later extensions to the back of the original buildings and the rear yards of each property remained predominantly undeveloped except for small out-buildings. The lots along Wynyard Street retained original single-storey timber dwellings. The earlier, larger stable building on Lot 9 on Wynyard Street (the current 6 Wynyard Street site) had been replaced by two smaller wooden single-storey buildings on the front and rear of the property. The two-storey brick bakery behind the Mays' Building (9-11 Victoria Road) was visible and had an attached single-storey structure to the east.

Considerable development occurred in the 1960s, and by 1968 the precinct looked largely like today. Most of the rear yards in the southern part of the precinct were built over as either rear extensions to the original Victoria Road buildings or as modern stand-alone buildings on the Wynyard Street lots. The rear yards of each lot behind the Mays' Building and the three lots at 12 Wynyard Street had modern building additions covering the full lots. The rear yards of 33-45 Victoria Road remained largely undeveloped except for small out-buildings. The 1901 Auckland Savings Bank building at 21 Victoria Road and the post-1888 building at 45 Victoria Road had been demolished and replaced with modern buildings. The rest of the surviving 1882-1909 buildings within the precinct have since remained and are still extant today.

5. the “cut line” study

A fine-grained analysis of the DPML-owned properties has been undertaken to understand their historic heritage values and the tolerance for change to the existing built form and fabric of these assets within the development area. The analysis has considered the heritage values of existing building form and fabric and identifies a spectrum of tolerance-for-change that enables an informed consideration of appropriate future development while retaining and responding sensitively to those heritage values. The study recognises the variations found between each of the heritage buildings and provides discipline in considering these assets in the round. There is no appetite to reduce these buildings to their Victoria Road facades, but in rediscovering the volumes, textures, and spatial qualities that each have individually and their collective contribution to the proposal’s intent to make the block more permeable, active, and framing the central square.

A three-tiered scale has been used to assist in determining an initial ‘cutline’ through the existing built forms and spaces that retains and responds sensitively to the heritage values when considering opportunities for appropriate future development.

CONSERVE	Built forms and fabric which should be retained and conserved.
NEGOTIABLE	Built forms and fabric which may have some heritage value. Development involving these elements could involve retention, modification, or removal. Further design consideration and discussion needed for these elements on a case-by-case basis when developing a proposed scheme.
REMOVABLE	Built forms and fabric with no value that can be removed.

A conservative approach has been applied. This means that where areas/fabric have not been accessible for closer investigation, or where the value of fabric/elements could not be determined, they have been given a higher weighting until further investigation can be undertaken. While not representing an absolute position, the analysis provides an informed approach with respect to both a tolerance for change and an extent of appropriate new development. The following diagram describes the findings of this analysis:



Figure 23: Overall Cutline Analysis for all the subject PCL-owned properties (blue dashed outline) within the block.

5. new development – effects on historic heritage

The AUP Regional Policy Statement (RPS) recognises at Chapter B5 “*Auckland’s distinctive historic heritage is integral to the region’s identity and important for economic, social, and cultural well-being*”¹¹ and recognises that “*Historic heritage needs active stewardship to protect it from inappropriate subdivision, use and development*”¹².

Chapter D17 of the AUP gives effect to the Objectives and Policies in the RPS through a further series of Objectives and Policies and assessment criteria. New development, being either the adaptive reuse of existing historic heritage assets through modification or restoration or within the defined Extent of Place of a heritage assets is recognised as a restricted discretionary activity and assessment of effects arising on places of historic heritage value from modification or new building is assessed against the Standards at D17.6, matters of discretion at D17.8, and the assessment criteria at D17.8.2. Typically (and in accordance with the requirement at D17.9(1)) an application for resource consent for works affecting scheduled historic heritage places must be accompanied by a heritage impact assessment that is commensurate to the effects of the proposed works on the overall significance of a historic heritage place, and taking into account whether the works affect a primary, non-primary, non-contributing or excluded site or feature.

While assessment of the effects on historic heritage values considers the particular requirements of the AUP at B5 and D17, the application has been minded to consider a more detailed understanding of the values that constitute each of the heritage listed place (including their respective Extent of Place) within the proposed development overall. This has meant that while the AUP listing typically excludes the interiors of the heritage listed buildings, the application has recognised that while these spaces may be “excluded” from the protection afforded through provisions of the AUP, that an element may be excluded doesn’t mean that it is without value. Equally, assessment of effects on historic heritage values arising from the proposed development recognises that, in accordance with the enabling provisions of the RMA and particularly those provisions at s6(f) that “*protection*” is concerned with the management of “*inappropriate subdivision, use, and development*”.

In considering the assessment criteria at D17.8.2:

- a. the proposal will not result in adverse effects (including cumulative adverse effects) on the heritage values of the place and the extent to which adverse effects are avoided, remedied or mitigated;
- b. the proposed works will maintain, and where appropriate enhance the heritage values of the place;
- c. the proposed works will not compromise the ability to interpret features within the place and the relationship of the place to other scheduled historic heritage places;
- d. the proposed works, including the cumulative effects of proposed works, will not result in adverse effects on the overall significance of the place such that it no longer meets the significance thresholds for which it was scheduled;

¹¹ AUP Chapter B5.1 *Issues*

¹² *Ibid.*

- e. the proposed works will be undertaken in accordance with good practice conservation principles and methods appropriate to the heritage values of the place;
- f. the proposal contributes to, or encourages, the long-term viability and/or ongoing functional use of the place;
- g. modifications to buildings, structures, or features specifically for seismic strengthening will target the reduction of the extent of adverse effects on the significance of the place and will take into account the circumstances relating to the ongoing use and retention of the place that affect the level of seismic resilience that is necessary to be achieved.

With respect to a building-by-building consideration of proposed interventions to the respective heritage listed assets within the application, the following table describes the general approach for each building and site:

Sched. 14.1 ID	Place Name, Address	Cat.	Primary Feature	Heritage Values	Intervention
01121	'Devonport Post Office (former) / Devonport Borough Council Building (former)' 3 Victoria Road	B	Building	A, B, H	- Removal of modern paint finishes from the Victoria Road elevation and refinish. - Remove modern canopy and ramp. - Removal of rear section and out-buildings and development on associated open ground Extent of Place. - Integration with proposed hotel building.
01122	'Mays' Buildings' 5-15 and 17-19 Victoria Road	A	Each of the three buildings that are collectively known as Mays' Buildings	A, F, G, H	- Removal of modern paint finishes from the Victoria Road elevation. - Reinstate original veranda and veranda post condition and reinstate shopfronts. - Removal of lean-to structures to the rear (west). - Reveal original surviving pressed metal ceilings at 5 Victoria Road. - Disengagement of Brick Oven building to celebrate it as a building in the round.
01126	'Commercial Building' 25 Victoria Road	B		A, B, F, G, H	- Removal of modern paint finishes from the Victoria Road elevation. - Reinstate original veranda and veranda post condition and reinstate shopfronts. - Removal of lean-to structures to the rear (west).

Sched. 14.1 ID	Place Name, Address	Cat.	Primary Feature	Heritage Values	Intervention
01127	'Commercial Building' 33 and 37-39 Victoria Road	B	Commercial Building	A, H	• Removal of modern paint finishes from the Victoria Road elevation. • Reinstall original veranda and veranda post condition and reinstall shopfronts. • Removal of lean-to structures to the rear (west).
01129	'Buchanan's Building' 41 & 43 Victoria Road	B	Commercial Building	A, B, F, G, H	• Removal of modern paint finishes from the Victoria Road elevation. • Reinstall original veranda and veranda post condition and reinstall shopfronts. • Removal of lean-to structures to the rear (west).

Table 2: The AUP heritage listed buildings included in this application and the proposed interventions.

In considering effects on historic heritage values this application for Fast Track Referral presents an appropriate subdivision, use, and development of the recognised historic heritage assets that lie within, and contribute to, this proposal. Effects arising are positive and appropriately enhancing and bring with them a recognisable wider economic externality associated with a more considered and authentic response to the historic heritage values of the individually listed buildings that distinguish Devonport and the wider special character values of the business area.

In considering the extent to which change, including greater height, is appropriate, is a process informed by an understanding of the wider setting with respect to those values associated with the special character of a business area. The approach taken by DPML is nuanced in that it seeks a variety of height controls across its landholdings that reflect a more distinctive approach to Devonport's historic heritage and special character area values.

This assessment of effects on historic heritage values arising from the proposed development recognises that, in accordance with the enabling provisions of the RMA and particularly those provisions at s6(f) that "*protection*" is concerned with the management of "*inappropriate subdivision, use, and development*". The collective values of the heritage sites owned by DPML and included in this application through their proposed conservation and adaptive re-use represents a locally distinctive place-based approach recognising the particular connections this part of Devonport's business area has to the region. The effects arising from the application has recognised that while the AUP listing typically excludes the interiors of the heritage listed buildings, that an element may be excluded doesn't mean that it is without value. Heritage effects arising are positive and appropriately enhancing. The application's approach to historic heritage is mitigated by a more considered and authentic response to the historic heritage values of the individually listed buildings that distinguish Devonport and the wider special character values of the business area. The proposal will not result in adverse effects (including cumulative adverse effects) on the heritage values of the place and the extent to which adverse effects are avoided, remedied or mitigated.

6. new development – effects on special character

The AUP Regional Policy Statement (**RPS**) recognises at Chapter B5 that “*areas with special character should be identified so their particular character and amenity values can be maintained and enhanced*”¹³.

Chapter D18 of the AUP gives effect to the Objectives and Policies in the RPS through a further series of Objectives and Policies and assessment criteria. Chapter D18 should be read in conjunction with the Schedule 15 *Special Character Schedule, Statements and Maps*, and specifically 15.1.6.3. Notably the AUP *Special Character Areas Overlay – Business: Devonport 15.1.6.3.1 - Extent of Area* defines the subject special character business area of Devonport and specifically the subject area as including a number of sites containing character defining or character contributing buildings, but excludes Victoria Road and Windsor Reserve (see Figure 6 above). The application has adopted a wider lens in order to better reflect those particular and distinctive qualities that contribute to the special character of this part of Devonport and considering this approach more aligned with decisions of both the Environment Court and the High Court in how best to define the area’s special character.

Typically, the activity Table at D18.4.1 identifies various development activities within the subject area as being restricted discretionary activities and at D18.81 *Matters of Discretion* are defined. At D18.8.2.2 assessment criteria for the *Special Character Areas Overlay – Business* are provided and the effects arising from the proposal have considered effects arising from:

- 1. the extent of demolition**
 - a. maintains the integrity of the built special character of the area, the contribution the building makes to adjoining and nearby scheduled buildings and other character defining or supporting buildings and to the wider character area.
 - b. where the existing building forms part of a cohesive group of buildings in terms of similarity of age, scale, proportion or design the extent to which the building’s partial demolition would not detract from the contribution that group makes to streetscape, the special character, and area context.
- 2. additions and alterations**
 - a. noting that the proposed additions are appropriate when considered against the relevant assessment criteria for additions in the zone;
 - b. have street elevation(s) sympathetic to the existing building, and any other surrounding scheduled historic heritage place, character-defining or character-supporting buildings;
 - c. are positioned and designed to retain the continuity of the front façade alignment of the building or adjoining buildings, and the adjoining established horizontal or vertical modulation;
 - d. are compatible with the dominant architectural style of the existing building in terms of form, mass, proportion and materials;
 - e. use materials which maintain the integrity of the special character and materiality of the building;
- 3. new buildings**
 - a. the proposal has regard and responds positively to the identified special character values and context of the area as identified in the special character area statement;

¹³

AUP Chapter B5.1 *Issues*

- b. will not result in the removal or substantial demolition of buildings that contribute to the continuity or coherence of the special character area as identified in the special character area statement;
- c. will not erode the identified special character values of the area and will not disrupt the cohesiveness of the streetscape and wider special character area, including links with scheduled historic heritage places;
- d. encourages the on-going use and maintenance of buildings in special character areas;
- e. manages the design and location of car parking, garaging and accessory buildings to maintain and enhance the streetscape and special character values of the area, as identified in the special character statement.

Special character values, aligned as they are with s7(c) amenity matters in the RMA, are derived from a wider set of factors than simply buildings. A buildings-only approach as now promoted in Council's PC120 ignores the wider environmental context that distinguishes places like Devonport where the proximity of the harbour, the Maunga, Victoria Road itself, and Windsor Park Reserve all contribute to that sense of the distinctiveness and the special character of Devonport that also contribute to its regional significance and the contribution this place can make to the greater regional whole.

In a reasoned assessment approach to the consideration of effects on special character areas change (including greater height) *per se* is not a matter to be dismissed or feared out of hand. A wider lens that considers all those factors that contribute to the recognised special character of an area should also consider the wider setting. This is how we have considered the special character business area of Devonport through our own analysis, applying a wider lens than that currently reflected in the description of the special character area as defined in the AUP.

The application reflects those particular and distinctive qualities that contribute to the special character of this part of Devonport. This approach is more aligned with decisions of both the Environment Court and the High Court in how best to define the area's special character and, as such, mitigates adverse effects on special character.

7. engagement and consultation

The project has drawn on a broad spectrum of expert specialists in order to understand the particular and distinctive values of the subject area. This has brought together Iwi, archaeology, built and landscape heritage, landscape architects, urban design specialists, visual effects specialists, architects, engineers (of various disciplines), economists, and quantity surveyors. the design process to guide and inform the proposal.

The project has undertaken multiple consultation with the Auckland Council and with HNZPT. This has included early engagement, formal pre-application meetings, and site visits. Consultation with Auckland Council heritage and with HNZPT is seen as an on-going partnership.

The project also looks to a process of community and public engagement. Recent project and exhibition by students from the University of Auckland's Faculty of Architecture was held in the Depot Building at 3 Victoria Road to great community interest.

8. conclusion

There are a number of recognised and protected DPML-owned historic heritage places within the application area that also lie within the Special Character Areas: Business – Devonport overlay as currently defined in the AUP. The approach to these particular values has guided a development proposal that anticipates and supports ongoing conservation, maintenance, and repair of the recognised historic heritage-listed properties listed in Schedule 14.1 of the AUP and has informed an appropriate development which draws from the characteristic values of this business area setting.

The archaeological record of occupation of the Devonport foreshore and coastal margin supports the potential of further archaeological discovery within the Devonport town centre and the subject site.

The special character of Devonport is not limited to individual buildings, rather, it emerges from the collective values, spatial makeup, and the experience of moving through the area. Notable landmarks such as Windsor Reserve, the beach, the Wharf, Takarunga Mount Victoria, and surrounding natural features are essential to understanding the area's identity. Even though these elements are not formally included in the Special Character Area Business extent, they are visually and spatially inseparable from the area's unique topography and special character and have been included in the project's approach to the area. Overall, the special character of Devonport arises not from any single typology or structure, but from the relationship between the harbour, the maunga, historic built form, landscape, historical development and activity, and the distinctive and particular amenity these qualities generate in the area.

While assessment of the effects on historic heritage values considers the particular requirements of the AUP at B5 and D17, the application has been minded to consider a more detailed understanding of the values that constitute each of the heritage listed place (including their respective Extent of Place) within the proposed development overall. Assessment of effects on historic heritage values arising from the proposed development recognises that, in accordance with the enabling provisions of the RMA and particularly those provisions at s6(f) that “*protection*” is concerned with the management of “*inappropriate subdivision, use, and development*”. In considering effects on historic heritage values this application for Fast Track Referral presents an appropriate subdivision, use, and development of the recognised historic heritage assets that lie within, and contribute to, this proposal.

In considering both the AUP historic heritage and special character area business overlays, the application has adopted a wider lens than one limited to the controls found in the AUP in order to better reflect those particular and distinctive qualities that contribute to the special character of this part of Devonport. In applying this approach, the process better aligns with the approach and recent decisions of both the Environment Court and the High Court in how best to define the special character of an area and respond to those values. The informed approach the application has taken to guide appropriate conservation, adaptive reuse, and development results in significant positive heritage effects.

Adam Wild fnzia

Archifact – architecture & conservation ltd

