

Changing modes of transportation and their extension across the landscape have been a decisive factor in determining the settlement patterns of the Isthmus. These patterns reflect not only the built form but also the landscape of the time.

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Legend	Era of buildings	Modes of transport	Other
	Blue square: European Pioneering Settlement (1829-1870)	Blue arrow: Ferry routes	Yellow dashed circle: Fencible Settlements
	Purple square: Victorian/ Edwardian Growth (1871-1914)	Black line: Original tram lines (by 1911)	Yellow dashed line: Development around Fencible Settlement
	Red square: Inter-war Period (1915 - 1945)	Dotted black line: Extension tram lines (1920s-30s)	Green square: Open space zone
	Brown square: Post-war Period (1946 - 1970)	Red line: Rail lines (opened in 1870s-80s)	Grey line: Existing key arterial roads
Green square: Recent Growth (1971 - 2008)	Black dot: Rail stations	Dotted grey line: SH20 proposed extension	Black circle: Volcanic cones

EUROPEAN PIONEERING SETTLEMENT (1829-1870)	<ul style="list-style-type: none"> • Early European migrant society included English, Irish, Scottish, Welsh, Australian, French, German, Dutch, American, Chinese, Indian, Ceylonese (Sri Lankan) • Settlement centred around shores of Commercial Bay - first point of reclamation and extending to adjoining north-facing bays (Freemans Bay, Mechanics Bay, Judges Bay etc) and Horotiu stream (now Queen St) • Establishment of fencible settlements for retired civil and military personnel at Onehunga, Otahuhu and Panmure in 1840s and 1850s • Growth of early 'walking' suburbs around the core settlement areas • Pattern of settlement, working classes within walking distance of key places of employment - Queen St valley, Newton, Newmarket, Freemans Bay and Mechanics Bay • Lots sizes vary from 200 sq m for the earliest cottages to approximately 400 sq m associated with typical villas. • Construction of Great North and Great South Roads by military in 1860s • Gas supplied to city in 1865 • Piped water in 1869
VICTORIAN/ EDWARDIAN GROWTH (1871-1914)	<ul style="list-style-type: none"> • 1873 railway opened between Mechanics Bay & Onehunga and in 1875 Auckland-Mercer leading to emergence of railway settlements by the 1880s • 1884 - first horse-drawn tram service between Queen St and Ponsonby, later extended to Newmarket, Epsom and Onehunga • 1902 - electric tram services introduced which led to suburban development along the tram routes • Residential subdivision in Surrey Hills, Grey Lynn, Mt Albert, Mt Eden and Remuera. • 1906 Workers' Dwellings Act - first social housing - workers' dwellings in Eilersie. Scheme failed and by 1912 all were privatised. • 1913 Auckland City Council housing initiatives in Westmere • Lot sizes for transitional villas typically reach approximately 600 sq m. • Large influx of English, Scottish and Irish in migrants particular
INTER-WAR PERIOD (1915-1945)	<ul style="list-style-type: none"> • Public health concerns from army medical exams and an influenza outbreak led to perception that small lots and cramped housing of traditional walking suburbs were unhealthy living environments. • Auckland developed rapidly in 1920s and 30s through run-out of tram lines and development of major roads to create "garden suburbs" with sections of 700 - 1200sq m. • 1920s construction of houses by Railways Department including Newmarket • The dominant style of architecture throughout the isthmus, the Californian bungalow, derives from the 1910s (architecturally designed example) and mass housing of the 1920s. • Opening of Tamaki Drive in 1931 led to development of the eastern suburbs. • 1935-37 development of state social housing policy by the Labour Government • 1937 state houses established in a model estate at Orakei, then in Meadowbank in 1939, One Tree Hill 1939-40, Three Kings around 1939 and Waterview in 1944-47 • In addition to increased growth of immigrants from England, Scotland and Ireland, a notable number (in the thousands) from Australia and Austria-Hungary recorded in 1916 census. • This trend of predominantly English, Scottish, Irish and Australian born migrants continues through the 1936 and 1945 censuses.
POST-WAR PERIOD (1946-1970)	<ul style="list-style-type: none"> • 1959 Auckland Harbour bridge opened and motorway network developed in 1950s and 60s • Acceleration of suburban expansion leading to growth of the dormitory suburb both within and outside of isthmus with reliance on private car • State housing development of Mt Roskill, Hillsborough and Tamaki-Mt Wellington • New subdivisions have the local electricity supply underground • 1960s residential intensification of some of the older suburbs - sausage flats in Epsom and Mt Eden • Redevelopment of Freeman's Bay in the 1960s and 70s - town houses, Council housing initiatives • New infrastructure required to service expanded development including water supply via new dams in 1955 and 1965, sewage treatment plants constructed at Mangere in 1960 and Albany in 1962, electricity through Waikato hydro dams and major power stations at Meremere and Huntly. • 1960s - high concentration of immigrant Pacific Islanders based in Freeman's Bay, Ponsonby, Arch Hill, Kingsland and Grey Lynn. Also established Asian community (mainly Chinese and Indian) and a Maori community dating from 1950s, particularly in Grey Lynn
RECENT GROWTH (1971-2008)	<ul style="list-style-type: none"> • Residential infill throughout the isthmus, in particular the Eastern suburbs • Brownfields redevelopment of former quarries and early industrial areas • Since the mid-1980s move back into and gentrification of early walking suburbs by young professionals purchasing first home • Greening of Auckland through increased street and garden planting and tree protection • Increased protection for heritage through scheduling and zoning in District Plans • Auckland - increasingly multi-cultural: African (Somali) Immigrants in Sandringham and Mt Roskill; Chinese, Taiwanese, Korean immigrants in Central city, Epsom, Mt Eden, Mt Albert, Mt Roskill

HERITAGE THEME: Settlement - Post 1840