

## **Schedule 14.2 Historic Heritage Areas – Maps and statements of significance**

### **Schedule 14.2.1 Ardmore Road, Wanganui Avenue, Albany Road and Trinity Street Historic Heritage Area (Schedule 14.1 ID 02516)**

#### **Statement of significance**

This is an area of Edwardian villas displaying a good representation of architectural and landscape character, with very clear geographic and topographic identity. The area displays stylistic and spatial consistency, which derives from both the nature of the subdivision, and a remarkable “group building” venture (described below).

A number of Edwardian commercial buildings at the Jervois Road entries are important historic portals to the historic heritage area and are included as an integral part of it. The corners of Ardmore Road and Wanganui Avenue are graced by solid two-storey decorative period masonry buildings. The west side of the Albany Road entry is marked by what is probably the best corner building of the six, while the building on the opposite corner is of no heritage value but warrants inclusion in the interests of completeness, symmetry, and long-term improvement.

The three principal roads (Ardmore Road, Wanganui Avenue & Albany Road) run in parallel at right angles to the contour, as it were on a perfect plane warped in one direction only. This relation to the contour imparts elements of both movement and formality. Commencing at Jervois Road, each road enters into a long pronounced descent, then bottoms out and finishes with a short ascent to a common terminus at Trinity Street where the facing villas act powerfully to close the vista and provide a sense of completeness. The shops form an important historic streetscape and consistently have verandahs and Edwardian details. Some shops include old shop frontages, while other ground level frontages have seen more change. At the Jervois end of the road are a few outbuildings - some relate to the shops while on Albany Street there is an old stables.

The commercial premises within the historic heritage area on Jervois Road illustrate the historical development pattern of providing local convenience stores which provided important services for the nearby residents at a time prior to modern conveniences such as refrigeration, the motor vehicle and supermarkets.

Throughout the area, the houses have a common alignment square to the site boundaries, there is consistency of lot size, width and building set-back in any one part, strong repetition of building style and form (notably the gabled bay), and strong consistency of roof form and slope. These features form strong elements of group character, and in particular have combined to create striking sequences of buildings in parallax. The steepness of the roads allows the character of the housing to be appreciated more fully than on a level road, such that each building plays an increased role in the visual composition of the streetscape.

The historic heritage area corresponds to what was effectively a single subdivision of some 250 lots, created between 1903 and 1906 in the name of the Jervois Estate Syndicate. The four roads of bay villas were largely built over a period of two years by an

American who employed 'chippies' from the ships in port during their periods of loading and unloading.

Some small decorative details, such as the caps on some internal posts, have been found to be uniquely American (Stewart). However, the external style is demonstrably Edwardian.

A distinctive ambience exists in Ardmore Road because of the treatment of the road itself. All the roads have the same reserve width but Ardmore alone has been developed with a berm and a correspondingly narrower carriageway (9 metres). In contrast, Wanganui Avenue and Albany Road both have a very wide carriageway (12 metres). Chicanes were introduced in recent years to exclude through traffic. The street trees are not of historical significance to the original subdivision. Blue stone kerbs remain a recognisable feature.

Half of the lots are unusually small for the period, being only 16.4-16.7 perches (420m<sup>2</sup>). These are located in the lowest positions with the least views. The lot sizes then scale progressively up the principal roads through approximately 460m<sup>2</sup> to 630m<sup>2</sup> at the top nearest to Jervois Road (with a corresponding increase in lot width from 12 to 14 metres). Likewise the lots on rising ground in Trinity Street reach 530m<sup>2</sup>. Clearly the developers perceived a hierarchy of values. However, it means that more than half the lots are too narrow to permit vehicular access down the side of the villa - and in some of these cases, there is insufficient depth for parking in the front yard. Should car parking be desired forward of the building facade where there is sufficient depth to the front yard, care needs to be taken that this does not unduly obscure the character of the villa.

A large proportion of the villas remain externally with only minor modifications. There has been recent additions to some roofs and to the rear of the houses. There has been limited infill by housing of later periods. Alterations to houses in these roads are very largely cosmetic, leaving the basic form, decoration and architectural value effectively intact. The small changes made are easily reversible. The scale of the villas have been retained and still forms a strong historic visual streetscape.

The villas are largely straightforward in form. They are aligned essentially to the front and rear, irrespective of the orientation to sun or view. With building setbacks of only 2 metres to 4 metres, the villas stand consistently, well up to the road, lending it a conspicuously architectural character.

The houses are characteristically single storey, with weatherboard cladding, pitched roofs of corrugated iron, and sash windows. Roof forms dominate the streetscape, with only a few roofs with a Dutch gable detail. Brick chimneys are prominent, many of them ornamented. Most houses have a bay. In character with late period villas, the bay is contained under the main roof of the house. Timber ornamentation is essentially sparing and simple. Picket fences predominate.

In the design of the house facade and treatment of the front yard, there is a sense of propriety and formality facing the street. There is typically a front verandah over which the roof pitch flattens to impart a sense of welcome. The verandah acts as intermediate or transitional space between the public footpath and the privacy of the home, reflecting a time when the road was social space. The social interaction which is possible between

the verandah and the footpath can still survive to some extent today, particularly where high front fences have not been added.

In terms of architectural character and social significance, a clear historical distinction exists between the front (publicly visible) elevation of the houses and the rear elevation (the utility area, private and unseen). Expense was concentrated upon the front elevation which was of formal design, well-articulated with bays and ornamented. The rear elevation was simple and plain, with an absence of curved walls, articulation of surfaces or ornamentation. These architectural distinctions should be respected when designing alterations or extensions at the rear.

**Map 14.2.1.1 Historic Heritage Area: Ardmore Road, Wanganui Avenue, Albany Road and Trinity Street**



### **Schedule 14.2.2 Burnley Terrace and King Edward Street Historic Heritage Area (Schedule 14.1 ID 02513)**

#### **Statement of significance**

This is an outstanding subdivision in Sandringham of quite remarkable consistency, with a superb range of fairly closely spaced late Victorian and Edwardian bay villas in Burnley Terrace and a mixture of Edwardian and transitional villas in King Edward Street. Both streets are straight and flat, and all the houses have a common alignment square to the site boundaries.

Up until the 1870s the activity in the area was predominantly farming with early settlement dating from 1840 with crown grants. During the 1880s, residential lots were established. Edmund Bell's subdivision included Taupata Street and in 1885, Charles Paice put in King Edward Street. While in 1886, Henry Hirst created 58 sections along Burnley Terrace. In 1902, the tram arrived and signalled major development.

Some of the houses on Burnley Terrace also adjoin to Taupata Street, with a short pattern of lots spread over these two streets, with a few of the garages or houses facing the rear lane of Taupata Street.

The overall area shows consistency of lot size, width and building set-back, strong repetition of building style and form (notably the gabled bay), and strong consistency of a main roof form and slope. These features form strong elements of group character, and in particular have combined to create striking sequences of buildings in parallax.

The two streets are characteristic of the Victorian and Edwardian era and subdivision of the time and exhibit it at a great scale, with relatively little modification and minimal infill by housing of later periods. Alterations to houses in these streets are very largely cosmetic, leaving the basic form, decoration and architectural value intact. The small changes made are easily reversible.

The houses are largely straightforward in form. Although the side yards are wider than in earlier periods, the homes are aligned essentially to the front and rear, irrespective of the orientation to sun or view.

Most of the houses are characteristically single storey, with weatherboard cladding, pitched roofs of corrugated iron, and sash windows. Brick chimneys are prominent, some of them ornamented. Apart from a pair of mid-Victorian villas on the south side of Burnley Terrace, most houses have a strong gable and many are bay villas or transitional villas. In character with the period from the early 1890s, the bay is contained under the main roof of the house. There are also a few instances of bungalows that represents the next characteristic of the area's development.

The level of timber ornamentation ranges from very sparing simple forms to the more eye-catching pattern book ornament of some of the bay villas. Picket fences predominate

at the front boundary. A few historic stone walls are evident, especially in Burnley Terrace.

The houses are predominantly clad in timber and retain traditional materials. In the design of the house facade and treatment of the front yard, there is a sense of propriety and formality facing the street. There is typically a front verandah over which the roof pitch flattens to impart a sense of welcome. The verandah acts as intermediate or transitional space between the public footpath and the privacy of the home, reflecting a time when the street was social space. The social interaction which is possible between the verandah and the footpath can still survive to some extent today, particularly where high front fences have not been added. Blue stone kerbs remain a feature of the streetscape.

In terms of architectural character and social significance, a clear historical distinction exists between the front (publicly visible) elevation of the houses and the rear elevation (the utility area, private and unseen). Expense was concentrated upon the front elevation which was of formal design, well-articulated with bays and ornamented. The rear elevation was simple and plain, with an absence of curved walls, articulation of surfaces or ornamentation. These architectural distinctions should be respected when designing alterations or extensions at the rear. There are a few houses that face away from Burnley Terrace onto Tuapata Lane.

### **Burnley Terrace**

Burnley Terrace was the first of the two streets in this historic heritage area to be subdivided, with the development in 1885-86 of more than 120 lots. Road construction proceeded from both the east and west ends on slightly different alignments, causing a slight offset in their kerbs where they meet.

The western half of Burnley Terrace was originally named Reston Road. It is the more humble half, the lots being appreciably smaller and narrower than in the eastern half; 12 metres wide compared with 13 to 14 metres. Accordingly, about one-third of the lots in the western half do not allow vehicular access beside the house. In a few cases parking occurs in the front yard, where care needs to be taken that this does not unduly obscure the character of the villa. In the eastern half, with most of the lots having a driveway down the side boundary, cars are not parked forward of the building facade and the front yards have largely retained their original character.

The western half of Burnley Terrace has an appreciably narrower carriageway (9m) and a wider berm than the eastern half. Interestingly however, the narrower berms in the eastern half contain intermittent rows of melias, while for the most part the berms at the western half are simply grassed. While this imparts a certain bareness to the western end of the street, it does allow the pattern of building forms to be plainly visible and appreciated without interruption or dilution.

At the time Burnley Terrace was subdivided, the economy was depressed and house

building would initially have been slow. The pace of building would then have accelerated from the mid-1890s when there was a general building boom lasting into the 1900s. Most of the villas date from this boom period. They stand well up to the street with typical set-backs of as little as 2.0-2.5m. This gives the street a conspicuously architectural character.

A distinctive characteristic of the area are the villas that face north to Taupata Lane, which is a cul de sac and as it terminates has more of a service lane quality. Two significant villas are located there along with other lot outbuildings and an early rental building. These properties have two street fronts.

### **King Edward Street**

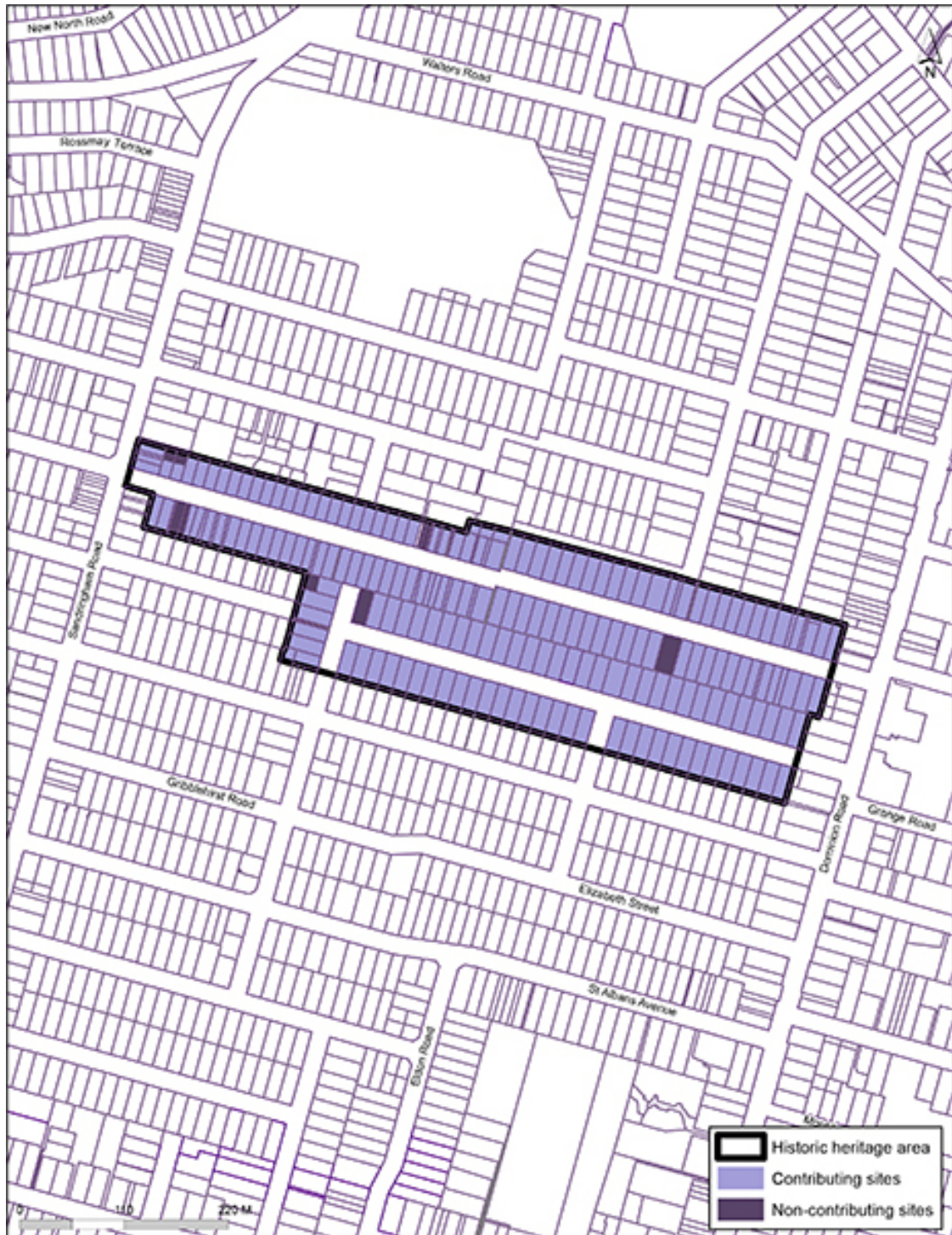
King Edward Street's main subdivision occurred almost 20 years later than Burnley Terrace, in 1904-05, when the area was known as the "Township of Bellwood South". Most of the villas were built soon after this and represent the next two generations of style after those in Burnley Terrace, primarily the late Edwardian villa and subsequently a few transitional bay villas - a later style dating from around the 1st World War (1914) and distinguishable in the street by the main roof running down over the verandah.

The roof forms of the transitional villas is a dominant form and there has been little later roof alteration or attic additions. The ambience in King Edward Street is one of spaciousness. The lots are both larger and wider (15 metres) than in Burnley Terrace, and the berms are wider. In places the berm is split about a central footpath, a concept new for the period. There are intermittent sequences of tree planting, in mixed species. The villas are set somewhat further back than in Burnley Terrace, generally in the range 3.0-5.5m. One sequence is set back 8m, giving the front garden much greater significance. All the lots are wide enough to allow vehicular access beside the house. In consequence, cars are not parked forward of the building facade, and the front yards have largely retained their original character.

### **Overall**

The range of period housing within these streets represents an important period of time, and although a number of houses are undergoing renovations there is still a distinctive early 20th century character to King Edward Street and an earlier character to Burnley Terrace. However, the western end of King Edward Street has a few modern houses which do not make a contribution. There are also a few distinctive buildings including a two storey homestead in Burnley Terrace, a 1912 apartment building, early bungalows, and a former commercial building in King Edward Street, that add their own character to the streets.

**Map 14.2.2.1 Historic Heritage Area: Burnley Terrace and King Edward Street**



### **Schedule 14.2.3 Cooper Street Historic Heritage Area (Schedule 14.1 ID 02518)**

#### **Statement of significance**

This is a significant subdivision of early Victorian cottages from the Arch Hill farm, representing some of the oldest surviving housing in the inner city. The lots were placed on the market in 1865 when the area was known as Newton West. It can be assumed that house building began soon after this time, and that many of the houses date from the 1870s.

Cooper Street is contemporaneous with the Renall Street historic heritage area. Both were subdivided for the artisan class. However, at the time it was developed, the site of Cooper Street was on the very edge of the town and was less constricted than Renall Street. The elevated site falls to the southeast. Its open prospect and clear separation from the poor class housing areas of Freemans Bay and Newton Gully were important selling points when the lots went to auction. The 1865 sale notice described the “choice building lots” as “deserving of particular attention for their healthy and commanding position.”

The layout of Cooper Street is somewhat more spacious than Renall Street. The road width was made 15 metres wide and the carriageway is wider. The sections were created larger at 300m<sup>2</sup>. The extra size is wholly accounted for in the depth of the lots.

As in Renall Street, the lots are narrow (50 links or 10m) and the houses generally sit tightly together with minimal side yards, so that the houses are orientated entirely to the front and rear. For the most part, except for the two storey cottages and a bungalow, the houses sit well forward. Only the footpath separates the properties from the carriageway, a characteristic of artisan housing of the period. For the most part, the ambience at both the front and rear of the houses is of compact, close-spaced, tight density. The street is aligned perfectly at right angles to the contour, which imparts a certain sense of formality.

The houses are predominantly small 19th century cottages, essentially simple in form and detail, and aligned square to the site boundaries. They are predominantly clad in weather board, with pitched roofs of corrugated iron. There are sash timber framed windows, with almost no bays. Timber ornamentation is simple and low key.

In the design of the house facade and treatment of the front yard, there is a sense of propriety and formality facing the street. There is typically a front verandah over which the roof pitch flattens to impart a sense of welcome. The verandah acts as intermediate or transitional space between the public footpath and the privacy of the home, reflecting a time when the street was social space. The social interaction which is possible between the verandah and the footpath still survives to some extent today, particularly where high front fences have not been added.

In terms of architectural character and social significance, a clear historical distinction exists between the front (publicly visible) elevation of the houses and the rear elevation (the utility area, private and unseen). Expense was concentrated upon the front elevation which was of formal design, with at least some degree of articulation and ornamentation.



The rear elevation was simple and plain, with an absence of ornamentation or articulation of surfaces. Many of the cottages have historic lean to additions which have a simple form and limited detail. These architectural distinctions should be respected when designing alterations or extensions at the rear.

Cooper Street is divided by Seddon Street and there is a change of character at this point. Whereas the houses north of Seddon Street are single storeyed cottages set close to the street, those south of Seddon Street include both single storey and a number of two storey narrow cottages and are generally set further back. While the land north of Seddon Street descends gently from Great North Road, it steepens rapidly below Seddon Street.

The street is now cut by a modern motorway, and there is no longer evidence of historic use of the end of the street, although Cooper Street is connected visually to the Newton gully cottages on the opposite slopes. There is little evidence of original plantings, footpaths or road surface in the streetscape however, blue stone kerbs remain a recognisable feature.

### **North of Seddon Street**

North of Seddon Street, there is a consistency of building scale and set back, and a tightness of buildings, which combine to create a unity and intimacy of character. All the cottages are Victorian, and most of them are largely unmodified. There has been very little infill of a later period. With only small front yards, planting is small scale and delicate. Low scale picket fences predominate. Several cottages that have been modified with full closed in verandahs. This is not in keeping with the original open verandah.

Car parking is on-street. The side yards are too narrow for vehicular access and there is insufficient depth for parking in the front yard. In consequence, the front yards have largely retained their original character.

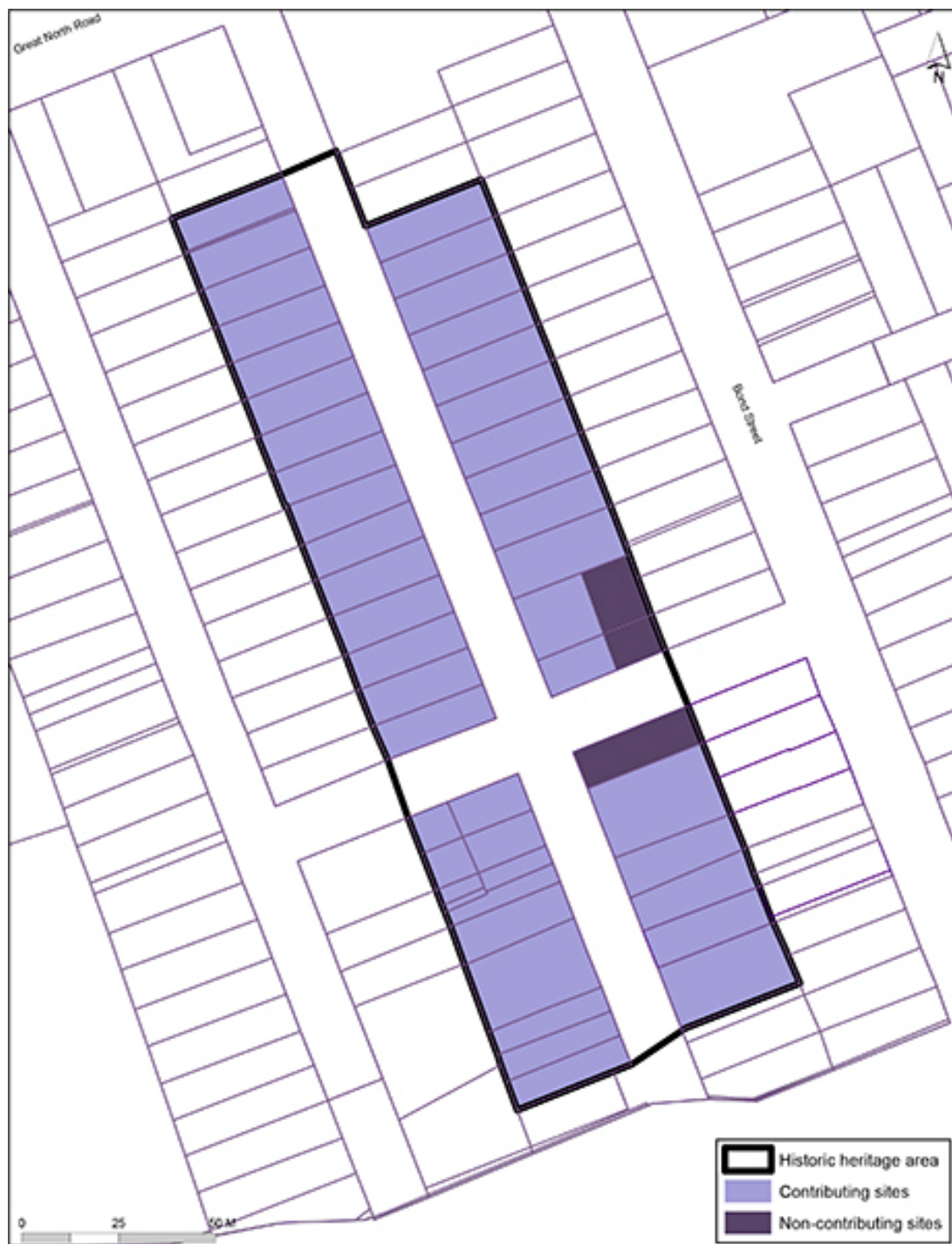
### **South of Seddon Street**

The houses south of Seddon Street were built over an extended period, so that only a proportion of them pre-date World War 1 (1914). The oldest and most notable are six small two-storeyed Victorian cottages, one room wide and largely unmodified.

The steepness of the street allows the character of the housing to be appreciated more fully than on a level street, such that each building plays an increased role in the visual composition of the streetscape.

The houses are set behind more substantial front gardens which allow the planting of more significant trees and shrubs. There is greater provision of on-site parking. Some of the houses occupy double lots and many have a wide enough side yard for vehicle access. Should car parking be desired in the front yard, care needs to be taken that this does not unduly obscure the character of the house.

**Map 14.2.3.1 Historic Heritage Area: Cooper Street**



#### **Schedule 14.2.4 Elgin Street Historic Heritage Area (Schedule 14.1 ID 02517)**

##### **Statement of significance**

This street of uninterrupted Victorian and Edwardian housing was subdivided in 1884. By this time, subdivision standards had increased significantly. The street is 20 metres wide and the lots are typically of 480m<sup>2</sup> with a width of 12 metres. There is therefore a sense of spaciousness not apparent in earlier streets.

The historic heritage area includes a fine brick warehouse and period shop at the Great North Road end, adding value to the historic ambience of the street. The scale of the warehouse, though larger, is quite compatible with the domestic scale of the street and acts as an important portal for the street to and from the south. Its exterior surface and detailing are essentially intact and should be conserved.

At the time Elgin Street was subdivided, the economy was depressed and house building would have proceeded slowly. Accordingly the houses were built over a period of about twenty years, and so range from four-square Victorian cottages and villas of the late 1880s to mass-produced Edwardian bay villas in the 1900s when the economy had quickened. The lots were large enough to accommodate pattern-book building plans, leading to an increased standardisation of form. The late villas, for example those at nos 14-18, show a repeated form which creates a strong streetscape. There is a noticeable cluster of richly designed homes on the east side of the southern block, including a highly individualistic example of Victorian Gothic. In contrast, the Edwardian villas opposite are simply and sparingly designed. Where there is an intact historic appearance from the street and side elevations this is an important feature.

While the side yards are not as tight as in earlier periods, the houses are still orientated essentially to the front and rear. Some of the earliest homes are set comparatively close to the street whereas the turn-of-the-century villas lie further back. There tend to be reasonably consistent building lines in any one part of the street. The footpaths are wider than in earlier streets and a berm is provided. Together with the berm, the front yards are large enough to accommodate significant trees and shrubs.

The street has a strong slope and the southern section has a curve in it. The gradient and curve allow the character of the housing to be appreciated more fully than in a straight level street, such that each building plays an increased role in the visual composition of the streetscape. Blue stone kerbs remain a recognisable feature.

The houses are largely straightforward in form and are aligned square to the site boundaries. They are all single storeyed, with weather board cladding and pitched roofs of corrugated iron. Brick chimneys are prominent, some of them ornamented. There are sash windows, and all the late villas have bays. In character with this later period, the bay is contained under the main roof of the house. The level of timber ornamentation ranges from simple forms on the earlier Victorian cottages, through the fine intricate fret-

work of the Victorian Gothic, to the more conventional industrial patterns of the Edwardian. Form, scale, height and materials of the villas are important attributes. Picket fences, in various designs, predominate.

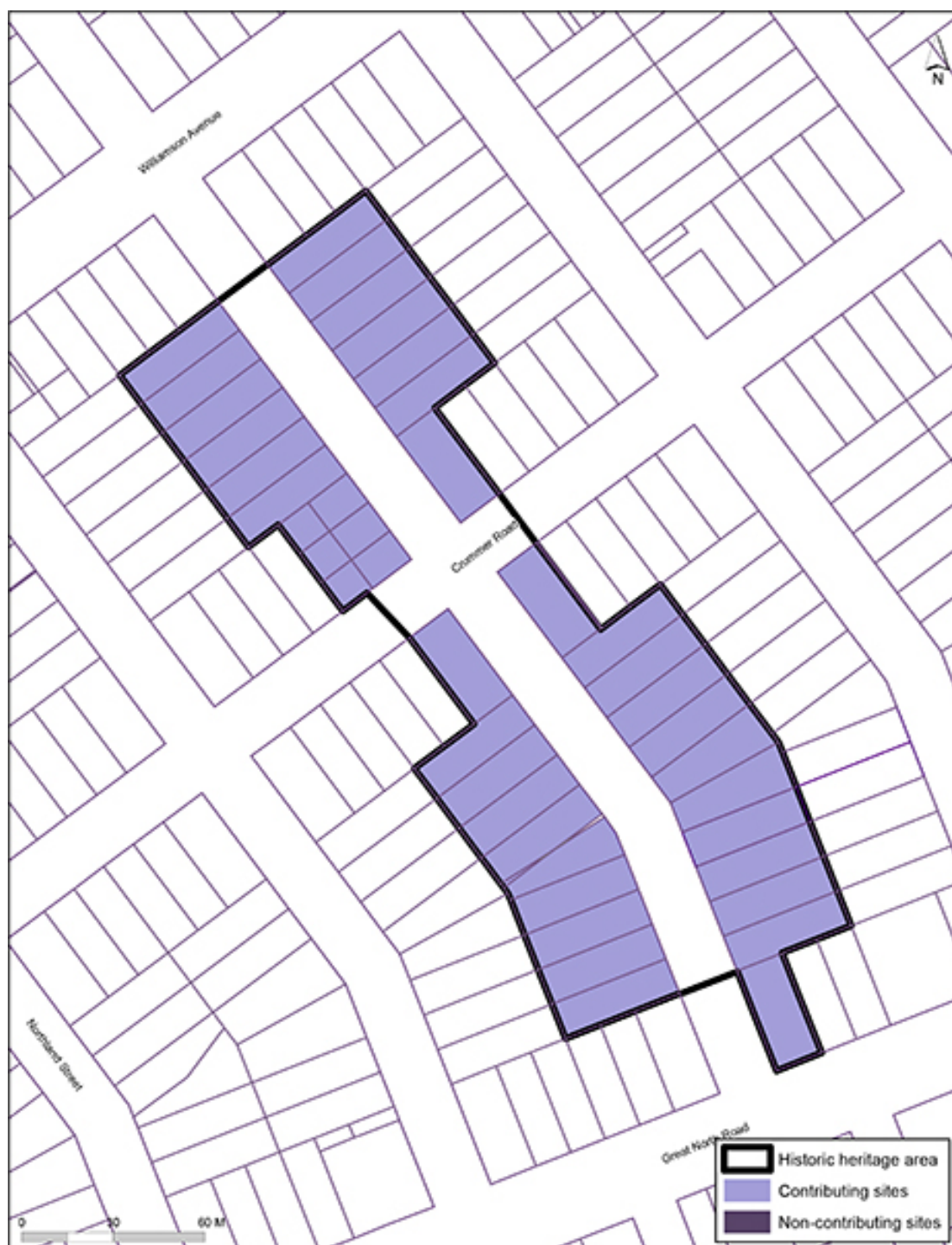
In the design of the house facade and treatment of the front yard, there is a sense of propriety and formality facing the street. There is typically a front verandah over which the roof pitch flattens to impart a sense of welcome. The verandah acts as intermediate or transitional space between the public footpath and the privacy of the home, reflecting a time when the street was social space. The social interaction which is possible between the verandah and the footpath still survives to some extent today, particularly where high front fences have not been added.

In terms of architectural character and social significance, a clear historical distinction exists between the front (publicly visible) elevation of the houses and the rear elevation (the utility area, private and unseen). Expense was concentrated upon the front elevation which was of formal design, well-articulated (often with bays) and ornamented. The rear elevation was simple and plain, with an absence of curved walls, articulation of surfaces or ornamentation. These architectural distinctions should be respected when designing alterations or extensions at the rear.

Elgin Street is divided by Crummer Road and there is some change in present character at that point. The houses in the southern block are of very high consistency and largely unmodified. In the northern block, where the houses tend to be more humble, the basic building form is intact but minor modifications and loss of detail are common. This offers an opportunity for restoration to complement the quality of the southern block.

Many of the houses, particularly in the southern block, have one side yard just wide enough for vehicle access, and most car parking is off-street. The landscaping of the front yard is largely uncompromised by car parking or garaging, particularly in the southern block where the front yards retain much of their original character. Should car parking be desired in the front yard, care needs to be taken that this does not unduly obscure the character of the house. This poses more of a problem in the northern block.

**Map 14.2.4.1 Historic Heritage Area: Elign Street**



### **Schedule 14.2.5 Herne Bay Road Historic Heritage Area (Schedule 14.1 ID 02515)**

#### **Statement of significance**

Herne Bay Road is a street of mostly late Victorian and early Edwardian villas of very high quality and which are largely unmodified, particularly on the east side. The historic heritage area is a representative sample of this period, and of Herne Bay housing for the upper class of the time. It is almost completely free of recent infill. It is one of Auckland's earlier roads having been set out as a thoroughfare in the late 1860s, prior to its subdivision for housing. In the 1870s and early 1880s, eleven lots were released on the west side and most of the Victorian villas and cottages that were built on them have survived, largely intact.

In 1901, the east side was subdivided into fifteen lots in the middle of a building boom. Accordingly the lots were all built on in a relatively short period. This timely release produced today's legacy of an unusually continuous row of well-preserved Edwardian bay villas. They show strong repetition of overall forms, notably the gabled bay; and strong consistency of roof form and roof slope and building set-back. These elements combine to create a sequence of buildings in parallax. At the same time, the villas express individuality in timber detailing and ornamentation, ranging from fairly standard catalogue mouldings to complex turnery and spindle work. The form, scale, height and materials of the villas are important attributes.

The road includes four later houses at the top of the west side approaching Jervois Road, where subdivision did not occur until 1923, including a set of mid-century apartments. These dwellings were designed in the style of their period in an historical progression up the road, moving through the Californian bungalow style to the Moderne style of the apartments. This sense of stylistic evolution lends character to this part of the road, and its inclusion in the historic heritage area is important in maintaining the quality of the road's "portal" at Jervois Road. The portal is completed by a finely proportioned Victorian shop and residence on the east corner, now used as a restaurant and historically integral to the road.

The road has a particularly spacious ambience with blue stone kerbs and established trees that lead down towards Herne Bay beach. The lots range from 550-800m<sup>2</sup> and have a width of 15 to 20 metres which was generous for the time. Accordingly the villas are generally well separated from each other.

There tend to be reasonably consistent building lines in any one part of the road. The villas on the east side stand reasonably well up to the road with a consistent set-back of 3.5 to 4.5 metres. Front gardens and landscaping was traditionally soft and involved timber or metal fencing. Much of this historic characteristic is retained. This gives the frontage a conspicuously architectural character. On the west side most of the set-backs range between 3 metres and 6 metres. Virtually all the lots are wide enough to allow vehicular access beside the house. In consequence, most cars are not parked forward of

the building facade, and the front yards have largely retained their original character. Garages were generally not part of the historic fabric of the street, and front yards traditionally remained intact and void of structures.

The road is straight and tilts at the harbour which crosses in front of it. There is little evidence of original footpaths or road surface however blue stone kerbs remain a feature. A strong axial character was established through planting the berms in an avenue of London planes, a road tree characteristic of the period. Unfortunately only the top half of the avenue still survives. Planting within the front yard was historically of low scale using soft materials. Historic harbour views are a significant element of the street and have been taken into account in terms of planning and securing the harbour view, obtainable obliquely from each bay window.

Although the side yards are wider than in earlier periods, many of the homes are aligned essentially to the front and rear, irrespective of the orientation to sun or view. However quite a number of the villas, particularly those occupying a double lot, make some architectural concession to one side yard in the form of a return verandah or shallow bay.

The houses are largely straightforward in form and are aligned square to the side boundaries. A main roof form encloses the building with gables coming off the main form. Traditionally there were no additions on top of the main roof. The predominantly timber villas were set lightly on the ground. Some of the villas have had redevelopment of roof forms with additional attic windows and gables. These are not original, and significant care needs to be taken when modifying the roof form and geometry that it remains true to its original style. Some of the buildings have enclosed verandahs, converted into habitable areas, where there would have once been an open verandah. These modifications do not form part of the traditional characteristics of the villa. Specific elements of the verandah that are of importance often include the detailing of the posts, fretwork and balustrades.

The houses are clad in weather board, with pitched roofs of corrugated iron. Brick chimneys are prominent, some of them ornamented. There are sash windows, and all the late villas have bays, some with tiled sunhoods. In character with the later period, the bay is contained under the main roof of the house. The road includes examples of the double bay and the angled corner bay villa. The level of timber ornamentation ranges from simple forms on the earlier Victorian cottages, through the more eye-catching pattern book ornament of some of the bay villas, to elegantly turned verandah work. The villas on the east side of the road display a repeated sequence of protruding bay and recessed verandah from south to north. A mixture of low picket fences predominate at the front boundary.

Because the area lies to the sun and is somewhat protected from the cool southerlies by the Herne Bay ridge at its back, there is a comfortable microclimate. This is capitalised upon and enhanced where the villas on the east side of the road display a repeated sequence of protruding bay and recessed verandah from south to north. Hence the

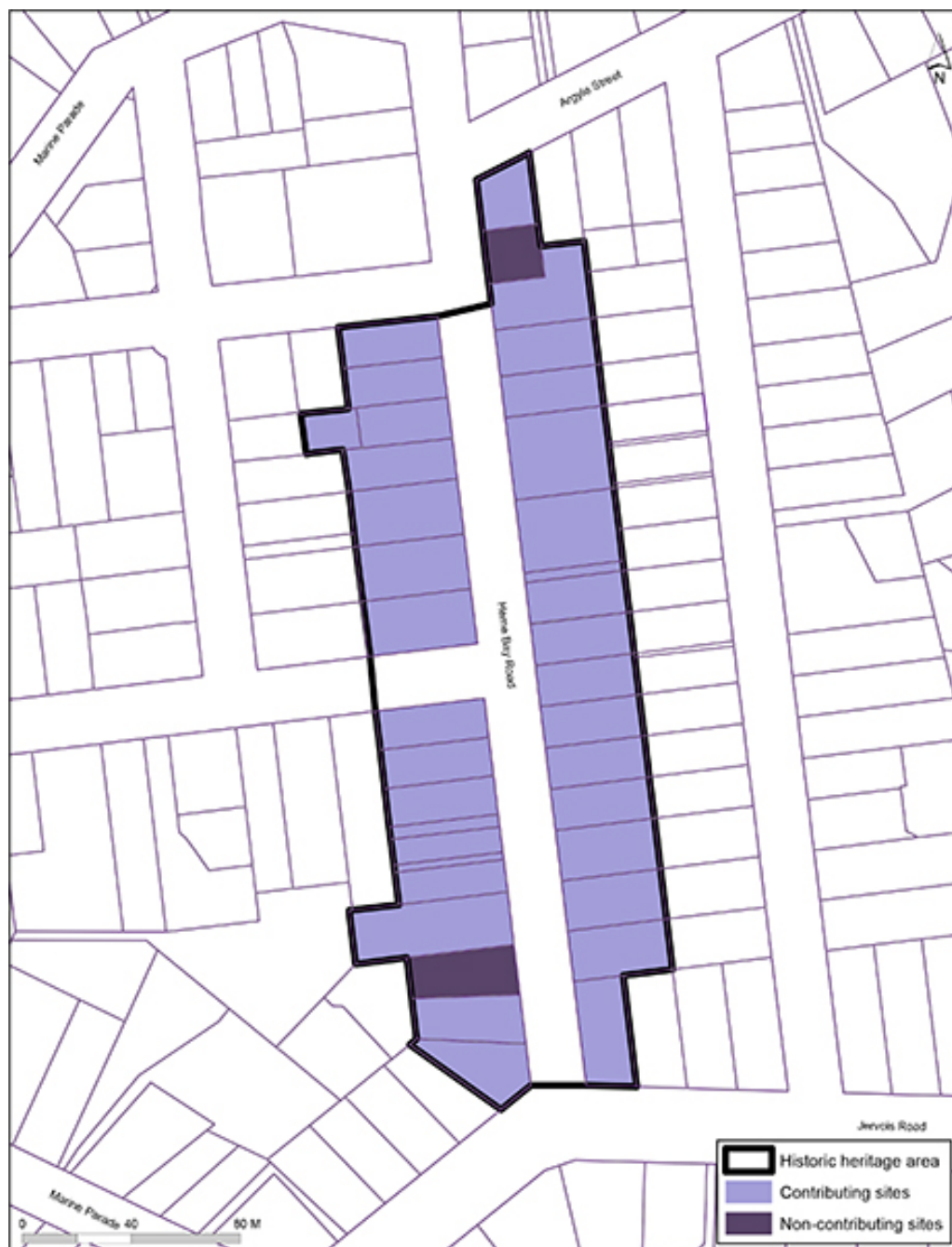
verandah traps the sun and is shielded from wind on its south edge.

In the design of the house facade and treatment of the front yard, there is a sense of propriety and formality facing the road. There is typically a front verandah over which the roof pitch flattens to impart a sense of welcome. In both two-storied villas in the road, there are double verandahs. The verandah acts as intermediate or transitional space between the public footpath and the privacy of the home, reflecting a time when the road was social space. The social interaction which is possible between the verandah and the footpath can still survive to some extent today, particularly where high front fences, front yard carports and garages have not been added.

In terms of architectural character and social significance, a clear historical distinction exists between the front (publicly visible) elevation of the houses and the rear elevation (the utility areas, private and unseen), except where the villa is on a corner site. Expense was concentrated upon the front elevation which was of formal design, well-articulated with bays and ornamented. The rear elevation was simple and plain, with an absence of curved walls, articulation of surfaces or ornamentation. These architectural distinctions should be respected when designing alterations or extensions at the rear.



Map 14.2.5.1 Historic Heritage Area: Herne Bay Road



[Env-2016-AK-000208  
Marian Kohler]

### **Schedule 14.2.6 Lippiatt Road Pegler Brothers Housing Area Historic Heritage Area (Schedule 14.1 ID 02564)**

#### **Statement of significance**

Lippiatt Road connects between Awa Street and Walmsley Road. It has a northeast-southwest orientation with a slight kink to the east at the Awa Street end. The street is in close proximity to the volcanic feature of Mt Robertson. However, the volcanic cone is not a dominant visual feature in relation to the street. From the northern end of the street a glimpse of the dense vegetation veil to the cone can be obtained.

Otahuhu retains a significant number of small bungalow type houses known as Pegler houses. At the time of the Great Depression, the Pegler Brothers began to buy sections in Otahuhu and construct modest, low-cost timber houses of reasonable quality. The construction work provided local employment while also providing much needed new housing in Otahuhu. Around 180 homes were built in various locations within the borough, many of which still remain.

The original Fencible cottages built in Otahuhu after 1849 have been described as the borough's first housing scheme, with the Pegler homes noted as Otahuhu's second significant housing scheme. The houses were built in small clusters or individually in many Otahuhu Streets. Lippiatt Road in Otahuhu retains the largest cluster of Pegler houses and the street as a whole retains a cohesive 1930s character with bungalow type housing, including the Pegler Houses and other bungalow houses of a similar period.

Of a total of approximately 44 residential sections in this road, 20 of these contain Pegler Bros houses, comprising 45% of the housing stock. Other sections in this street generally contain bungalow style houses, giving the street as a whole a consistent established bungalow character.

The original subdivision pattern with sites having a general proportion of 16 metres wide by 40 metres deep has been retained. Dwellings are generally set back from the front boundary by between 5 and 9 metres. Front yards are generally open. While a number of properties have constructed solid front fences, a strong visual connection between the street and the dwellings is retained. Where garages or carports are present, these are generally located to the rear of properties. The trees contribute considerably to a leafy character for the street. While various alterations, including changes of cladding, have been made to a number of the houses, they still retain a consistent and cohesive pattern of forms. Overall, the consistent pattern of site proportions, location of dwellings on the site, and the concentration of buildings of similar era, form and style creates a distinctive street character.

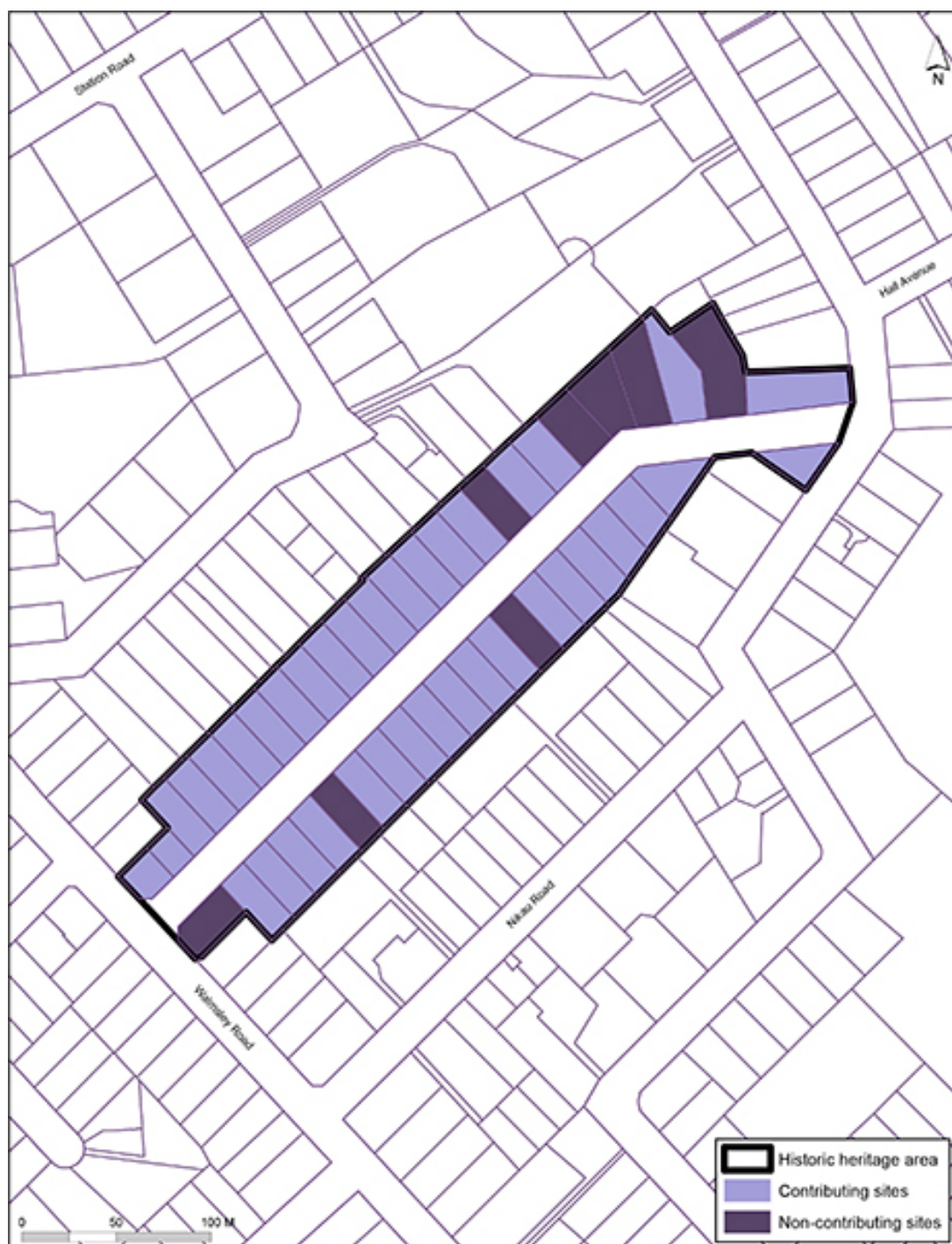
The Pegler Bros houses are distinctive in Otahuhu, as modest scale bungalow type houses, clad in timber weatherboards, with timber casement windows, with a top-lights. As originally built they had a small bay at the front, with the front door sheltered by a modest porch. Down the side of the houses were two chimneys, one for the living room fireplace and one for the coal range. A small lean-to to the rear of the

houses is likely to have housed the bathroom. While the plan appears to have remained reasonably consistent, some variations were made to the roof form, with both gabled and hipped roofs used.

Often both roof types are evident where clusters of the houses remain, possible to create some variety within a particular group.

The Pegler Bros. Housing area in Lippiatt Road has considerable local significance for its historic associations with the housing development undertaken by the Pegler Bros in Otahuhu during the Great Depression. The Pegler Bros houses in Lippiatt Road are significant for their physical qualities, as representative examples of the standard modest bungalow types built in many locations throughout Otahuhu by the Pegler Brothers. The Pegler Bros. housing area in Lippiatt Road has collective historic, architectural and streetscape values, based on the high concentration of small bungalow type houses know as Pegler houses, together with other 1930s bungalows, the coherent and consistent pattern of dwellings, the original residential subdivision pattern, generous setback of dwellings from the street front and open street character. Residential gardens as well as street trees in Lippiatt Road contribute to its established vegetated character.

**Map 14.2.6.1 Historic Heritage Area: Lippiatt Road Pegler Brothers Housing Area**



**Schedule 14.2.7 Monte Cecilia Park Historic Heritage Area (Schedule 14.1 ID 02514)**

**Statement of significance**

Monte Cecilia Park contains over 14 hectares of land located in Hillsborough, bordered by Hillsborough Road and Pah Road to the west and east, and Mt Albert Road and Herd Road to the north and south. Monte Cecilia Park contains special characteristics that illustrate the early history of Auckland's settlement that includes arboriculture, cultural heritage, archaeology, geology and architecture values relating to a range of time periods. For these reasons, the unified entity of this landscape needs to be recognised and provided for, so as that the heritage, character and amenity values of the site are maintained.

The significance of the site derives from both the combination of natural elements and cultural activities. The site was valued for its views, location, soils, and was highly sought after, initially by Maori and subsequently European settlers. The park comprises part of the area of land that was formerly known as 'The Pah Estate', and the current landform of Monte Cecilia Park still retains significant physical evidence of its evolution from 'The Pah Estate', including boundary locations, entranceways, driveways, trees, and buildings (as detailed on the supporting diagram). It is one of few properties close to central Auckland that has retained a large portion of its original landholding. Monte Cecilia Park has panoramic views of the Manukau Harbour, One Tree Hill and Hillsborough on the raised land areas and includes two natural amphitheatres within the lower slopes of the park. There are landform areas within this landscape that contain geological values considered to be important.

The site has pre-colonial Māori occupation formerly being the location of an extensive fortified pa, known as Whataroa Pa. As parts of the landscape have not been significantly modified since that time; it is considered that cultural material associated with this Māori occupation may be present within the park today.

The Pah Farm Estate originally comprised an area of land purchased by land dealer William Hart who acquired the Crown Grant in 1847. Hart developed a farm on the property, selling it in 1852. Subsequently it was owned and managed by some of Auckland's most prominent businessmen during the 1860s to 1880s. The "Pah Farm Estate" was sold in 1866 to Thomas Russell, a prominent Auckland lawyer, businessman, and politician. The land holding was extended considerably under Russell's ownership and the landscape evolved from its early farming use to a highly developed commercial farm and designed landscape with tree-lined entrance drive and formally laid out plantings. Russell sold the property to James Williamson in 1877. Williamson was a founding member of the Bank of New Zealand, the New Zealand Insurance Company, and New Zealand Loan and Mercantile Agency Company. Under Williamson's ownership the Pah Farm estate was further developed with the assistance of a landscape designer.

The existing building known as 'Pah Homestead' (Monte Cecilia) was constructed between 1877 and 1879, as James Williamson's "Gentleman's residence". The Italianate house was designed by architect Edward Mahoney whose practice was one of the most substantial in Auckland at that time.

Following James Williamson's death in 1888 and subsequent transfer of the Pah Estate to the Assets Realisation Board of the Bank of New Zealand, the house was leased (including to St John's Collegiate School from 1902 to 1912) and parts of the estate subdivided and sold. The house and part of the estate comprising approximately 50 acres of surrounding land were sold in 1908 to Mrs Bayley. In January 1913, the property was sold to the Sisters of Mercy and Catholic Bishop of Auckland. The property has a long and significant association with the Catholic community in Auckland. It was named Monte Cecilia by the Sisters of Mercy in honour of the founder of the Auckland Community, Mother Mary Cecilia Maher. During its ownership by the Sisters of Mercy and later the Catholic Diocese, the house has served as an orphanage, a novitiate house, boarding school and more recently to provide emergency housing.

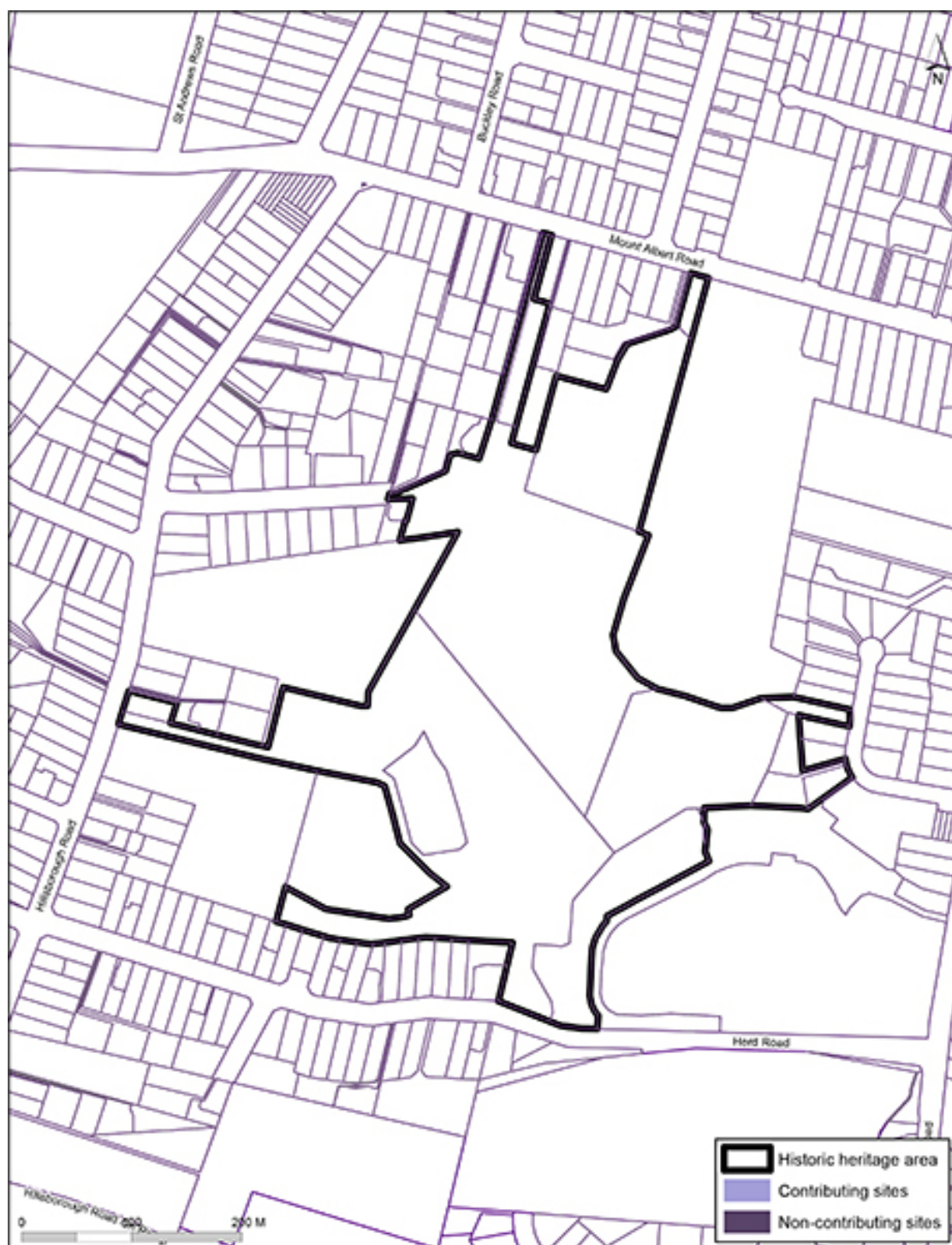
The Pah homestead is scheduled in the Auckland Unitary Plan as a Category A Scheduled Historic Heritage Place.

The building is also registered by the New Zealand Historic Places Trust in Category I. The registration applies to the exterior and interior of the building. In addition any future work within certain parts of Monte Cecilia Park that involves ground disturbance will require an archaeological assessment and an application under Section 12 of the Historic Places Act for an authority to modify an archaeological site.

The park contains approximately 1,100 trees and can be likened to an arboretum with some of the largest and/or oldest examples of some tree species in New Zealand, and rare or uncommon species in New Zealand. There are 19 trees within the park on the existing notable tree schedule in the district plan, with many more exhibiting both individual and collective historic, cultural, ecological, educational and/or visual value. While parts of property associated with the Pah Estate have been progressively subdivided and developed for roading, housing, or educational and religious uses, the park-like quality of the landscape associated with the house, and evidence of its agricultural development remain to a significant degree.

Monte Cecilia Park is an outstanding cultural landscape of value to the Auckland region because of its use as a pa, the information it reveals about early land purchase, early development for farming in 1840s, and the commercial and social relationships involved at this that time. It demonstrates architectural and landscape design concepts from the late 1800s, and provides an understanding of the lifestyle associated with the property when it was an exclusive private residence. It retains intact physical evidence of its progressive development from the 1800s and later institutional uses, first by St John's College and later by the Sisters of Mercy and the Catholic Church.

**Map 14.2.7.1 Historic Heritage Area: Monte Cecilia Park**



**Schedule 14.2.8 Railway Workers Housing Area Historic Heritage Area (Schedule 14.1 ID 02565)**

**Statement of significance**

The area includes residential properties on the eastern side of Nikau Road, adjacent to Sturges Park, on the south east side of part of Awa Street, and on the north–east and south- west sides of Awa Street close to the intersection with Kuranui Street.

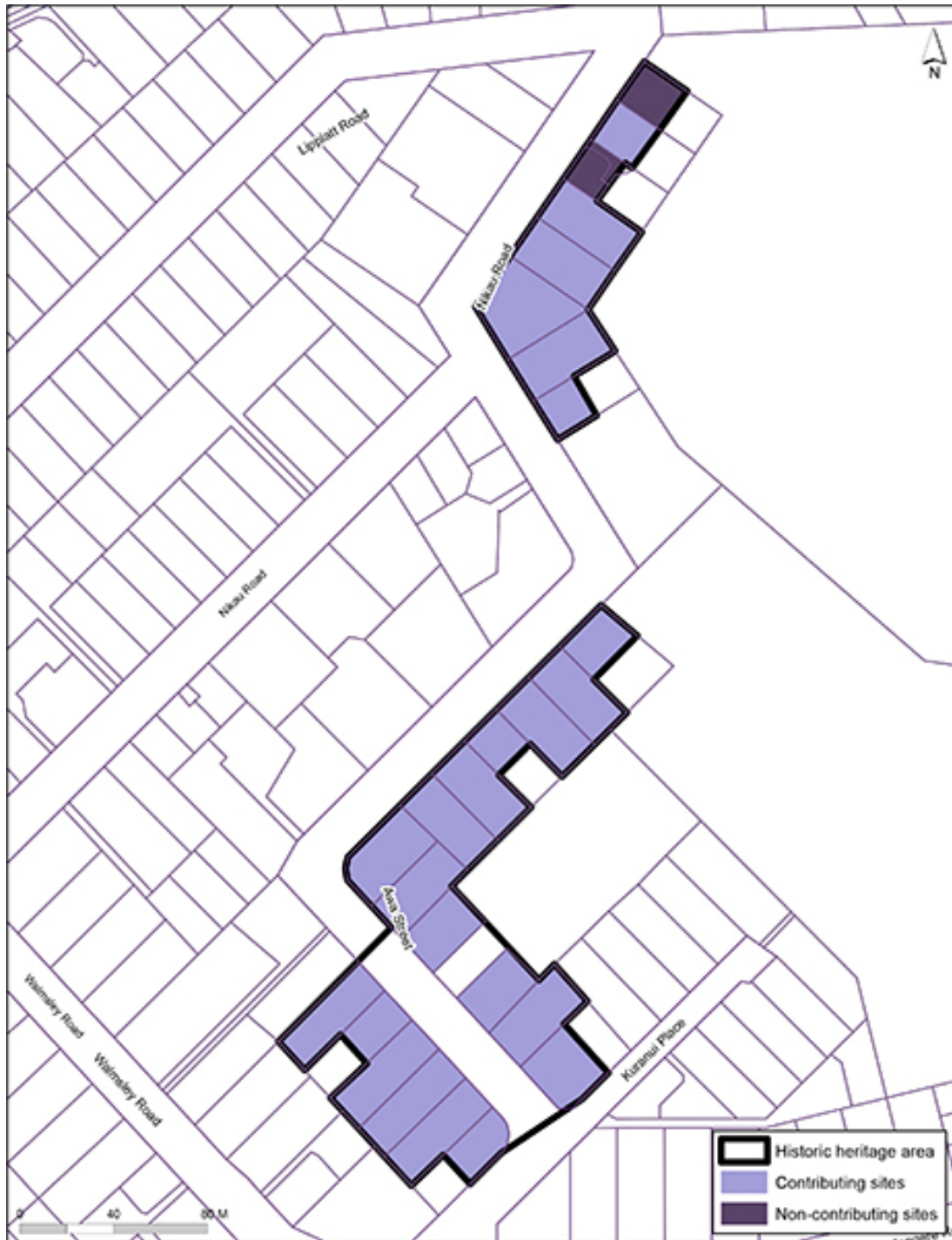
A distinctive feature of Otahuhu’s early 20th century residential development was the housing precinct built for Railways Department staff in this area of Otahuhu in the mid 1920s. While a number of the railways houses were removed in 1981 to allow for redevelopment, a significant group of these houses remains in Nikau Road and Awa Street. In 1927 54 houses were present. Of this number, 24 remain in these two streets.

The houses in Otahuhu are representative examples, demonstrating some of the minor variations used. They are all of timber construction, with timber weatherboard cladding, timber window joinery (originally double hung sash types) and corrugated iron roofs. The houses have a symmetrically arranged front elevation with the entrance porch located centrally. Details such as vertical boards applied to gable ends and paired posts to the verandahs, or use of trellis panels on the verandahs vary. In Otahuhu, while some changes have been made to a number of the houses, such as replacing timber windows with aluminium joinery, they retain their general railway house character.

The Railway workers’ has considerable local significance for its historic associations with the housing development undertaken by the Railways Department in the 1920s. It represents an important grouping of the modest workers houses built by the New Zealand Railways Department, using standard designs and prefabricated construction techniques. The Railway workers houses are significant for their physical qualities, as representative examples of the standard modest house types built in many locations throughout New Zealand by the Railways Department. The Railways workers’ housing area in Nikau Road and Awa Street has collective historic, architectural and streetscape values, based on the surviving concentration of railway houses, the coherent and consistent pattern of dwellings, the original residential subdivision pattern, generous setback of dwellings from the street front and open street character.



**Map 14.2.8.1 Historic Heritage Area: Railway Workers Housing Area**



**Schedule 14.2.9 Part of Renown Estate Subdivision Historic Heritage Area  
(Schedule 14.1 ID 02562)**

**Statement of significance**

While in many respects the residential development in the area is typical of well-preserved examples of late 'Garden Suburb' era development in Auckland, it is exceptional for the collection of single storey detached brick houses. Most of these houses are bungalows that show a strong influence of the English Cottage style in their form, with the liberal application to Tudor surface treatment. Also unusual are two examples in the Spanish Mission Style with an Art Deco influence. Other houses are more typical of the bungalows of the Interwar era, but some of these are built in brick rather than timber.

After the First World War, suburban expansion in Balmoral took place on undeveloped land south of Balmoral Road. The Californian bungalow was the style of choice in the early years of the interwar period, and is well represented in the southern part of Balmoral. By the 1930s, the style had evolved further, under the influence of the English Domestic Revival. Some houses, most often one and a half or two storey examples, were in a style referred to as the English Cottage style. Under the influence of Modernism other designs substantially departed from historic precedents, using Art Deco style, frequently over a plan no more remarkable than that of a typical bungalow.

The area encompasses part of these three streets: Marsden Avenue, Kingsford Street and Thorley Street and includes a number of houses built by Tudor Builders and Hansen Construction Ltd. It was developed slightly later than the majority of the surrounding streets and includes houses from the 1930s, which are stylistically distinctive.

Key examples with a strong influence from the English Cottage Style (mostly with Tudor treatment) include:

- 42 Marsden Avenue
- 60 Marsden Avenue
- 14 Kingsford Street
- 16 Kingsford Street
- 18 Kingsford Street

The two Spanish Mission Examples referred to above are at:

- 43 Marsden Avenue
- 56 Marsden Avenue

Overall, these houses exhibit a greater level of craftsmanship than other similar areas developed at the same time, and sit with a spacious leafy context arising from the

generous sizes of the original lots.

The houses in the area were predominantly constructed by three building companies: Tudor Builders Ltd constructed houses for Rental Homes Ltd and Mr G. G. Marriott; Hanson Construction Ltd constructed houses for Rental Homes Ltd; and Pegler Homes Ltd constructed two houses. Pegler Homes Ltd, an Otahuhu based family company, was known for developing Pegler family land as a rental development when buyers deserted the market in the early 1930s. This development can be seen in Lippiatt Road Otahuhu. Although aimed at a slightly more affluent clientele, the apparent business model of Rental Homes Ltd appears to have parallels with the Peglers. Rental Homes Ltd retained interests in the area for at least 50 years.

This part of Marsden Avenue, Kingsford Street and Thorley Street is an outstanding example of late phase of Garden Suburb development (as it is understood in the New Zealand context) from the 1930s. The houses of Tudor Builders and Hansen Construction Ltd reinforce this character by predominantly employing styles with strong architectural references to those associated with the English Garden Suburb.

These values are underpinned by historic associations with local developers Hardley and De Luen and local architect W. H. Jaine. The history of the development demonstrates the challenges of developing the volcanic landscape of Mount Eden, and the challenges of developing land in the early 1930s when economic depression took its toll on the financial means and confidence of prospective house buyers.

**Map 14.2.9.1 Historic Heritage Area: Part of Renown Estate Subdivision**



### **Schedule 14.2.10 Princes Street Historic Heritage Area (Schedule 14.1 ID 02511)**

#### **Statement of significance**

The Princes Street historic heritage area includes Albert Park, Princes Street, Kitchener Street, Bankside Street, Waterloo Quadrant, Parliament Street, Constitution Hill, Churchill Street, Alten Road and parts of Wellesley Street East, Shortland Street, Emily Place, Eden Crescent, and Symonds Street. It is an important historical and cultural landscape for Māori, the early establishment of government quarters and early military heritage. The development of the University of Auckland also forms an important part of this area's history.

A Māori kainga (village) called Rangipuke was originally situated on Albert Park hill and a pāa named Te Horotiu is said to have been located in what is now the north-western corner of Albert Park. From 1840, European settlement intensified and the Princes Street/Waterloo Quadrant area began to acquire a diverse range of public buildings. These included the residence of the Governor of New Zealand, destroyed by fire in 1848 and replaced in 1856 by what is now Old Government House. This remained the seat of governance until 1865, when the capital was moved to Wellington, and for the next century was Auckland's vice-regal residence. New Zealand's first parliament buildings were established in 1854 on Constitution Hill.

Construction of Albert Barracks, the British Army headquarters in both Auckland and New Zealand, and the largest British military fortification in the country, began in late 1846 and continued until at least 1852. The barracks were constructed to reassure the local population after the first New Zealand - or Northern - War (1845-1846), at which time the settlement at Kororāreka/Russell was attacked and burnt to the ground. The garrison of some 900 troops also provided a valuable economic stimulus to the region through their regular wages. Encompassing an area of more than 9 hectares, or 22 acres, the completed fortification was roughly octagonal in plan. It originally enclosed a parade ground, accommodation blocks and other buildings. This forms a significant archaeological site that extends from the current AUT sites down to Emily Place and Constitution Hill. The barracks featured a prominent and impressive solid bluestone basalt perimeter wall, of which only a small portion remains within the university grounds.

With the removal of the military threat and the shifting of the seat of government to Wellington in 1865, the cost of maintaining the regiments was reviewed and a decision was taken in 1870 to abandon the barracks. During 1871 and 1872 the walls and many of the barrack buildings were removed or demolished and the materials used in other constructions around the city. Fifteen acres of the land was set aside as a ground for recreation and amusement, and the remaining land was laid out as streets and sections.

The barracks land was radically changed in the 19<sup>th</sup> century, and today the area around the harbour end of both Princes Street and Waterloo Quadrant are much changed although significant buildings ring this area.

The auctioning of building sites in 1875 to provide capital for the development of Albert Park led to the development of small precincts of grand merchant's villas such as those that survive along Princes Street. Elegant, substantial private homes for the city's business and professional elite began to line both Princes and Symonds Streets as the area became a focus for the construction of prestigious housing.

Covering 7.5 hectares, Albert Park was designed in a public competition in 1881. The park layout was the winning entry, a design of architect James Slater. Tree planting began in the park in 1880 with 200 exotic specimens being donated by Sir George Grey. Other trees were also donated by prominent colonial Aucklander and tree collector Judge Thomas Gillies. Historic trees from the earlier plantings include: a circle of Common English Oaks commemorating the visit of the US Navy Great White Fleet in 1908, a Queensland kauri, a ginkgo, Moreton Bay figs, a monkey claw tree, a blue atlas cedar, a Himalayan cedar, an Olive, two Cork Oaks, several Tree of Heaven Trees, a Camphor Laurel (the largest and one of the oldest in the Auckland region), common English elms, Canary Island palms, Chinese windmill palms, an ombu, and a row of Washingtonia palms growing beside Princes Street. Later plantings include the Cobham kauri (1962), and the Windsor oaks commemorating the coronation of King George VI (1938).

During the Second World War (1939-1945) public shelters for civil defence were constructed in open lawn areas of the park, and a network of tunnels some 3.4kms long formed below its surface to provide air raid shelters for the residents and workers of the inner city. Since the late nineteenth and twentieth century a substantial portion of the area has been occupied by University of Auckland facilities, which have expanded over much of the historic barracks and government site down towards the old eastern boundaries - since reformed.

Albert Park is a nationally notable example of a Victorian public park and the oldest formal park in the Auckland region. The park consists of formal walks focused on a central fountain, flower beds and statuary. The park also includes a Gothic-style park-keepers lodge in Princes Street, added in 1882; a band rotunda, and a large number of notable historic trees including those donated by Sir George Grey in 1880.

Amongst the significant buildings and structures within the conservation area are:

#### **Portion of Albert Barracks Wall (1846 – 1850)**

Eighty five metres of the original 1300m wall still remains in the grounds of Auckland University. The Albert Barracks Wall is nationally significant as the oldest intact component of British military architecture in New Zealand. It is an important reminder of the role played by British troops in the colonisation of New Zealand and their contribution to the economy and social life of colonial Auckland then Capital of New Zealand. One of the Auckland region's oldest remaining stone structures, it is associated with the 1845 New Zealand Wars and Governor Grey. The wall was constructed between 1846-1850 to enclose 9 hectares of land that made up Albert Barracks. It was constructed using basalt quarried from Mt. Eden by newly instructed Māori stonemasons under the supervision of

Major Marlow and George Graham of the Royal Engineers. The wall was largely demolished after the barracks were abandoned in 1870 with the remnant section being part of the wall that was retained to demarcate the Old Government House property. Archaeological evidence of the barracks, wall and buildings may be found over the wider site.

### **Albert Park Band Rotunda (1901)**

The Auckland region's oldest remaining band rotunda was constructed in 1901 to a design by James Slater who produced the plan for Albert Park. It is symbolic of the increase in leisure time that resulted from the social and economic reforms introduced by the Liberal Government from 1898, and symbolic of the immense popularity of brass band music in late Victorian and Edwardian Auckland. The structure incorporates a rare example of an 'onion' topped sheet metal roof, and retains its original design elements and structural integrity. The structure is still used for music recitals and is an important component of Albert Park.

### **Albert Park Boer War Memorial**

A notable and regionally representative example of a major public memorial to troops from the Auckland region who died in the South African War of 1899 -1902. The marble memorial known as the 'Trooper Memorial' is the earliest known example of a war memorial in the Auckland region that incorporates a statue of a soldier from the New Zealand Army (Fifth New Zealand Contingent). The lion which is incorporated in the monument is symbolic of British imperial power and Edwardian New Zealand's commitment to the British Empire.

### **Albert Park Queen Victoria statue (1904)**

One of the Auckland region's best known public monuments. A notable and regionally representative example of a statue of Queen Victoria and the first full statue of the Monarch to be erected in New Zealand. Funded partly by public subscription, the bronze statue was created by notable English sculptor Francis Williamson, who was official sculptor to Queen Victoria. The statue was erected in 1897 to mark the 60th jubilee of Queen Victoria's reign and is symbolic of New Zealand's then very strong links with Britain and the British Empire. It was formally unveiled by Lord Ranfurly, Governor of New Zealand on 24 May 1899 to mark Queen Victoria's 80th birthday.

### **Albert Park Sir George Grey statue**

The statue of Sir George Grey in Albert Park is one of the Auckland region's most notable public monuments and the region's only remaining public statue of Sir George Grey, the former Governor General 1845-1853 and 1861-1868 and Premier of New Zealand 1877-79. The marble statue was sculpted in London by Francis Williamson, sculptor to Queen Victoria. Its plinth was crafted from Coromandel granite and Auckland scoria by local masons Traves Bros. The monument was funded by public subscription and the Liberal Government led by Richard John Seddon. Unveiled in 1904 six years after the death of Sir George Grey, the statue was originally sited within the Queen Street road reserve in a landmark position. Its position became more prominent when the Auckland Town Hall was constructed on Queen Street in 1911. The monument was

relocated to Albert Park in 1922 when the Queen Street electric tram system was upgraded.

### **Albert Park Gate House/ Lodge**

Set within Albert Park on the edge of Princes Street, this is the only historic building directly in the park. The building is a Gothic Revival Bay villa, with weatherboard cladding and a shingle roof. Its design is the work of notable Auckland architect, Henry Wade. The house was originally constructed in 1882, with subsequent additions in 1908. It has been home to a number of Park Keepers and Park Super Intendants over time as well as home of the first city librarian, Edward Shillington. Other figures of note residing here include Thomas Pearson, a landscape gardener who played a significant role in the design and management of many of Auckland's early parks, including Albert Park. There is a modern building beside it and beyond this public toilets.

### **Old Government House, Waterloo Quadrant (1855 - 1856) and 1848 site**

Old Government House was constructed in 1855-56 as the residence of the Governor of New Zealand, replacing an earlier Governor's residence that had burned down in 1848. The house remained as the Vice-Regal residence in Auckland until 1969 when it was taken over by the University of Auckland. The building and its grounds are of significance to Tangata Whenua as many prominent rangatira visited successive Governors there and held hui there. It is one of the few remaining structures in Auckland that have a link to the period when Auckland was New Zealand's capital. The building was designed by William Mason, one of colonial New Zealand's most notable architects. The building is the largest wooden building in the Auckland region and one of the largest colonial wooden buildings remaining in New Zealand. It provides a nationally notable example of a Georgian renaissance style structure. It is associated with several historic outbuildings and an adjoining ballroom. The associated historic Gate Keepers house also remains.

It is set within extensive grounds that contain a nationally significant group of historic trees planted under the supervision of the Government gardener Thomas Cleghorn from 1841. They include two Norfolk Pines (*Araucaria heterophylla*) at either end of the front lawn of Old Government House and a South African coral tree (*Erythrina caffra*) planted by Sir George Grey during his second term as Governor of NZ 1861-68. The five oldest Common English oaks (*Quercus robur*) in the grounds of Old Government House are the oldest oaks in the Auckland region and among the oldest in New Zealand. They were propagated by Government Gardener Mr. Cleghorn 1841-42 and planted 1844-45. Further oaks were planted by George Graham, the first Secretary to Governor Hobson in the early 1850s. The acorns for the oldest trees came from the 'Royal Oak', Boscabel, Shropshire. Some of the later trees are said to have been propagated from acorns given to Bishop Selwyn by Queen Victoria.

### **The Synagogue Building (former)**

The former Synagogue is the only historic building of its type in Auckland region and one of only two 19th century Synagogues surviving in New Zealand. It acted as Auckland's main Synagogue and focal point for the Jewish community from 1885 until 1968, and was associated with many notable Aucklanders, including civic leaders. The building was designed by notable Auckland architect Edward Bartley and provides a regionally representative example of a Synagogue designed in a mixed Romanesque and Gothic



style. The interior of the building features Auckland's only known example of a barrel vaulted timber ceiling and an ornate circular ark covered by a stained glass dome. The building is one of New Zealand's oldest massed concrete buildings. A basement was used for social and educational purposes and a school annexe was added in 1914. The building was purchased by the Auckland City Council in 1985 when the new Auckland Synagogue was built in Greys Ave.

### **Princes Street Merchant Houses**

The Princes Street merchant houses make up the most notable group of elite mid Victorian merchant residences in the Auckland region, alongside the related nearby Symonds Street merchant houses. They include a row of five houses on the western side of Princes Street and Alfred Nathan House (1882) on the eastern side of the street. The houses were built on the site of the former Albert Barracks vacated by British troops in 1870, and near to Government House.

The houses are a symbolic reminder of what was once one of Auckland's premier residential areas. The houses were built between 1876 and 1882 for Auckland's commercial and professional elite. Many were later transformed into boarding houses and then altered for use by Auckland University or other institutions. Five of the houses are now owned and maintained by Auckland Council.

No. 21 'Sonoma' was built in 1877-78 in a restrained Italianate style for successful Auckland chemist James Sharland. Following Sharland's death in 1887 the house was lived in by his brother in law Philip Philips, a former Mayor of Auckland and leader of the Auckland Jewish community. No. 23-25 was built in 1882 as an investment for Auckland Star proprietor Sir Henry Brett. In 1891 it was converted into a boarding house 'Ellesmere'. In 1929 the house was converted into flats and in 1959 into a Doctor's surgery. In 1976 the building became the Auckland University Club and it is now a Language School.

No. 27 was originally built in 1880 for Thomas Whitson whose family owned the Albert Brewery. From 1883 the house was the residence of Dr. C.H. Haines and it remained a Doctor's residence for many years. The house was significantly modified to a design by prominent architect Roy A. Lippincott.

No. 29 was built for brewer George Johnstone in 1877-78. It was briefly a boarding house until purchased by prominent Auckland businessman Moss Davis in 1885. It was named 'Hamurana' and remained in the Davis family for many years. No.31, known as 'Park House', 'Honeyman House' and later 'Pembroke', was built in 1876 for Auckland draper John Smith. It was the home of businessman Arthur H. Nathan for many years and later the Auckland University's Conservatorium of Music. It is a rendered brick building in ornate Italianate style.

No. 24 known originally as 'Wickford' was designed by John Currie for Nathan Alfred Nathan of L.D. Nathan and leader of the Auckland Jewish community. The building remained in the Nathan family until 1932 when it became a private hospital. It was purchased by Auckland University in 1958 to house its registry.

### **The Old Stables**

Within the sites of the old merchant houses are historic plantings, and one includes an historic stables. The Old Stables building dates from the 19th century. It was renovated in the late twentieth century and is currently used as a building for exhibitions. The stables is a rare and well-preserved example of a domestic stables in central Auckland. The stables is the only known building type to survive in the area. Employing polychrome brickwork, the stables was designed in a sufficiently ornate manner to reinforce perceptions about the taste and prosperity of its owner. Changes to the stables in the early 1900s reflected the decline of horsepower and the advent of motorised transport. Part of the building had been converted into a garage by 1923, at which time the structure was also modified to create X-ray and consulting rooms associated with the medical use of the primary building on site, continuing for use as part of the medical facility until at least the 1950s. In the early 1970s the 1923 addition to the stables was removed.

### **St Andrews Church, Alten Road**

St Andrew's is the oldest surviving church in Auckland, having been erected in 1847-1850. It was built in a prestigious location, close to the colonial governor's residence in an elevated part of the early town. Associated from the outset with the principles of the Free Church of Scotland, the building was constructed to a simple rectangular design. It was built using local basalt and Mahurangi 'mudstone', overseen by the architect Walter Robertson. Its appearance contrasts with Anglican and Catholic churches of the day, and reflects the Scottish origins of its congregation. Early attendees formed an influential part of Auckland society, and sat in rows of pews that were rented out according to social rank. The governor of the colony, Sir George Grey (1812-1898), and the minister's family were allocated seats on either side of the pulpit, while soldiers from the local garrison occupied rows in the centre.

St Andrew's was transformed in the early 1880s, reflecting its role as the mother church of Presbyterianism in the region, as well as the prosperity of the local Presbyterian community. Major additions included a prominent front portico and offset tower, executed in a Greek revival style, which vied with the nearby Supreme Court and Government House for architectural splendour. Internally an organ gallery was erected, contrasting with the practice of some other Presbyterian congregations, who preferred not to employ musical instruments. Stained glass windows and stenciled decoration were also introduced at around the turn of the century, though carefully excluding explicit Christian iconography. A steady decline in the residential nature of the parish nearly led to the closure of the church in the 1930s, and more recent alterations have been few. The parish having successfully revived, the building remains in regular use by the Presbyterian faith and is remarkable for having been used continuously for religious worship since its foundation.

St Andrew's Church is of national significance as the earliest remaining Presbyterian church in New Zealand, and as the oldest intact stone church of any denomination in the country. It is internationally important for its early links with the Free Church of Scotland, which had been founded in Scotland only shortly before, in 1843. The building has high

spiritual value as a place of worship for more than 150 years, and as the mother church for Presbyterianism in northern New Zealand. It is valuable as one of Auckland's earliest surviving buildings, with connections to important personalities in the history of New Zealand and Auckland Province. The structure demonstrates the development of pioneer stonemasonry, as well as the Scottish roots of many early settlers in the region. It retains an unusually intact nineteenth-century interior, whose layout and appearance contribute to an understanding of religious and social history in both the early and later colonial periods. The oldest parts of the building form an important example of the architectural work of Walter Robertson, an early Auckland architect, while the tower and portico are among the most impressive commissions carried out by Matthew Henderson. The church has considerable aesthetic and landmark qualities.

### **High Court Building, Waterloo Quadrant (1865 - 1868)**

The Supreme Court (now High Court) building is a powerful example of Gothic Revival architecture, and was one of the most impressive buildings in New Zealand when built. It was constructed in 1865-1868 under the direction of Edward Rumsey, a British-born architect who had trained under Gilbert Scott. The two-storey brick and stone building replaced an earlier courthouse in the commercial sector of colonial Auckland, which had been built of kauri timber. The new structure was erected in a more elevated and prominent position, prestigiously located alongside the now-demolished Provincial Council building and the former Government House. This occurred at a time of uncertainty about Auckland's future, soon after the colonial capital had been moved to Wellington and while the British Army troops at nearby Albert Barracks were being withdrawn.

The courthouse was one of the earliest large-scale construction projects in the town, being proclaimed at the time to be the first public building of durable materials erected in Auckland Province. A distinctive Gothic Revival style was employed for its exterior, including a crenellated central tower and pointed-arch arcading. This style was extended to its internal features, contrasting strongly with the classical appearance of earlier structures nearby, including St Andrews Church and the former Government House. Gothic Revival was frequently used in larger judicial buildings during the later colonial period alluding, in part, to the longevity and power of the British judicial system through the use of medieval imagery. Extensive carvings by Anton Teutenberg on the main facades of the Auckland courthouse reinforce such notions of authority, with naturalistic depictions of British royalty, local dignitaries and Māori leaders, such as the Ngāpuhi chief, Hone Heke (d.1850). The building was extended in 1935-1936, and extensively renovated in 1988 when part of the original structure was removed to accommodate new facilities. The interior retains its main original courtroom, including its timber panelling and gallery.

The High Court is nationally significant as an early public building of Gothic Revival style, unusual in its scale and level of decoration in 1860s New Zealand. It graphically demonstrates the growing power of the state and legal system on a national level, as well as the local importance placed on law and order as Auckland was undergoing transformation soon after the third New Zealand - or Waikato - War (1863-1864). The

building is notable for its almost continuous use as a courthouse and has been closely linked to legal cases of national and international importance. These have included the earliest trial in New Zealand to involve fingerprint evidence, and the trial of those accused of sinking the 'Rainbow Warrior' in 1985. The building reveals much about nineteenth-century life through its appearance and layout, including attitudes to justice, the organisation of legal affairs and relationships between the public and the state. The preserved interiors also demonstrate prevailing fashions for decor and nineteenth-century craft techniques. The Teutenberg carvings have high aesthetic appeal, and form a significant group of early colonial sculptures. The significance of the building is enhanced by its imposing landmark qualities.

#### **Courtville (Corner Courtville), Waterloo Quadrant and Parliament Street**

The corner Courtville building is a very early high-rise block of flats, which originally had 15 self-contained flats. It was built for private developers Mr Ernest Potter and William Stanton by James (later Sir James) Fletcher and was one of his early ventures in Auckland. Courtville is a very fine example of inner city rental accommodation. It is a very sophisticated architectural statement with restrained use of ornate and a very unusual and innovative plan. The wide eaves and geometrically designed corbels show the influence of the architecture of Louis Sullivan and Frank Lloyd Wright of the Chicago School while the corner treatment and dome is similar to the Dilworth Building in Queens Street and can be linked back to the architecture of Edwin Lutyens. It is a key building in the townscape with its splayed corner, entrance and dome giving the intersection of Waterloo Quadrant and Parliament Street considerable emphasis. It is visually the most striking of the Courtville buildings and is of similar style to all of these. The building has provided comfortable inner city rental accommodation for hundreds of Aucklanders over the years, accumulating considerable social historical significance in the process.

#### **Auckland University Old Arts Building, Princes Street 1923-1926**

The building is one of the region's, and New Zealand's, most notable and elegant architectural landmarks. It features two wings, an adjoining student union block, and a central 'ivory tower' that is symbolic of higher educational achievement in the Auckland region. The building was designed by the notable Australian architectural partnership of Lippincott and Bilson and built 1923-26 by notable New Zealand civil engineering and construction firm Fletcher Construction Ltd. using Oamaru Stone. It was opened in 1926 by the Governor General of NZ Sir Charles Fergusson assisted by Sir George Fowlds CBE then Chairman of the University College Council in 1926. The masonry of the entranceway building incorporates a notable example of the use of NZ ecological elements including native plants and birds and Art Nouveau motifs. The building includes regionally notable mosaic tile work and internal staircases. It was fully renovated in the early 1990s and is still used for University purposes.

#### **The Northern Club, Princes Street**

The Northern Club (1867) was built on the site of the earlier Royal Hotel. It was intended to be a hotel but leased to the Imperial Government as quarters for officers stationed at Albert Barracks until purchased by a gentlemen's club, the Northern Club in 1869. The original building was designed by notable colonial architect Edward Mahoney and extended by notable Auckland architects Reader Wood and Edward Rumsey in 1884 to

include a new dining room and 15 additional bedrooms. The Northern Club is a regionally notable and representative example of a large commercial building dating from the 1860s. It is the Auckland region's oldest private club and has been at the centre of the social life of Auckland's male elite for 150 years. It has been associated with numerous notable Aucklanders and has hosted members of the Royal Family. The building's exterior provides a regionally notable and representative example of a design inspired by the Italian palazzo style. The top storey features one of the regions finest examples of an entablature and parapet. The building is an inner City landmark and an important component of the regionally significant Princes Street historic precinct. The building continues to operate as a private club with women having been admitted from 1990. Its exterior is in original condition and its interior retains many original design features.

### **Emily Place Reserve, Emily Place**

This park is the site of an early church and today contains historic trees and the Churton memorial monument, with this second iteration built in 1908-1909 in memory of Reverend J.F. Churton, the first vicar of St Paul's Anglican Church. The obelisk, base and steps are constructed of Coromandel granite, with an inscribed slate tablet and brass plaque. It has been a public monument for over 100 years, marking the site of the first Anglican Church in colonial Auckland.

### **Cottage, Bankside Street**

This cottage is a rare early cottage remaining in the central city. It is an early concrete residence of hydraulic lime concrete, this being the same material in the design of part of the original Jewish Synagogue nearby. The cottage has aesthetic significance for the simplicity of its design and for the visual interest and contrast it provides in relation to the modern multi-storey buildings that surround it.

### **Constitution Hill**

Constitution Hill forms a significant 19<sup>th</sup> century landscape as part of the area, including trees, landscaping, and the historic road that connected the government precinct to Parnell. The former Te Reuroa pā is situated in the vicinity of this area.

### **Old City Art Gallery/Library, corner Wellesley Street and Kitchener Street (1885 - 1888)**

Situated on a rising corner site at the junction of Wellesley and Kitchener Streets and below the hilltop of Albert Park, the Auckland Art Gallery, Toi o Tāmaki, was the first permanent art gallery in New Zealand. Constructed between 1885 and 1888, the Auckland Art Gallery was designed by Melbourne architects John H. Grainger and Charles A. D'Ebro. They were the winners of the Auckland City Council competition for a library building in 1884.

The style of the building is 'Early French Renaissance', or 'French Chateau style'. Situated on a 120 degree corner site, the building is constructed of brick and plaster over three storeys and with an attic in the steep pitched roofs. Corinthian pilasters flank other windows, and corners and ground floor windows have broken pediments. There is a curved section which links the building and creates interest with an ogee roofed tower.

Alongside this curved section is the six storey clock tower. The corner tower houses a Palladian styled stairway and the former reference room of the library has a superb gallery supported on cast iron columns and protected by cast iron balustrades.

The harmonious proportioning of the building derives from the massing of parts and the sense of movement generated by alternating projected and recessed frontages. The projecting bays have pavilion roofs with dormer windows, highlighted with console brackets and pediments. Corinthian pilasters flank other windows, and corners and ground floor windows have broken pediments.

The collections housed by the gallery include major holdings of New Zealand historic, modern and contemporary art, and works by Māori and Pacific Island artists. Additionally, there are European painting, sculpture and print collections, ranging in date from 1376 to the present day.

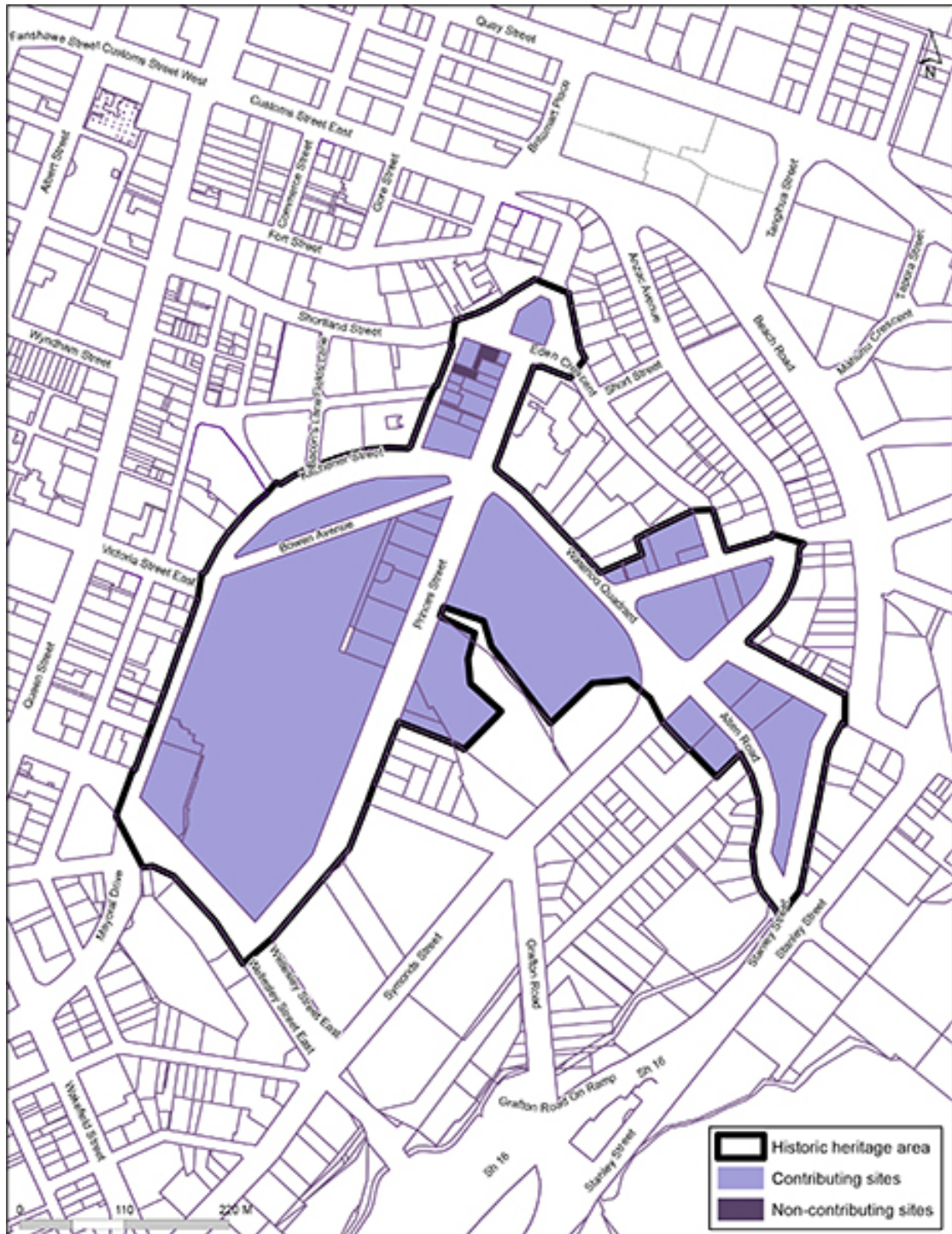
The Old City Art Gallery was remodelled between 1969 and 1971 with the addition of the Edmiston Wing. At this time, the library was transferred to a new building and the gallery gained sole occupancy. Former uses of the building are as Civic facilities, for recreation both as an art gallery and library, and use as a Council/Local Government building.

In 2008 the Auckland City Council approved an extension, and alteration and renovation of the building.

### **Summary**

The Princes Street historic heritage area is characterised by a significant concentration and continuity of sites, buildings, structures, objects and landscape features centred on Albert Park, one of Auckland's most significant nineteenth-century recreational landscapes. The area has multiple and layered significance for its historical, social, mana whenua, aesthetic, knowledge and technological values and physical attributes. The northern part of the Symonds Street ridge incorporates places of significance to Maori and was the epicentre of British administrative and military power in early New Zealand. Large parts of the area have archaeological value as part of the Albert Barracks site - the largest military barracks in colonial New Zealand. The Princes Street historic heritage area is of exceptional overall historic heritage value. Many of the buildings, objects and features are individually included in the schedule of significant historic heritage places (Appendix 9) and/or the Heritage New Zealand list, and the area includes numerous scheduled individual and groups of notable trees.

Map 14.2.10.1 Historic Heritage Area: Princes Street



### **Schedule 14.2.11 Renall Street Historic Heritage Area (Schedule 14.1 ID 02512)**

#### **Statement of significance**

The formalising of the Renall Street conservation area dates from the early 1970s when large scale clearance of Freeman's Bay took place and many of the early 19<sup>th</sup> century colonial buildings of the working class were demolished.

This is a narrow street of original housing dating predominantly from the late 1860s, but also includes housing up to the early 20<sup>th</sup> century. It is a scarce remnant of Auckland's 19th century artisan housing and buildings which has largely disappeared, and its character is immediately evocative of the more humble streets of small-scale houses of that period. The historic heritage area includes one non-contributing house on Wood Street. Apart from this, all the houses in the historic heritage area are scheduled as individual historic heritage places.

The area includes the stuccoed brick Foresters' Hall, built soon after 1900 (5 Renall Street). There are only a few houses from later periods within the historic heritage area, such as the California bungalows at 3 and 22 Renall Street. They should retain the characteristics of that style and the simplified forms inherent from that era and building typology. There have been modifications made to the building at 2 Renall Street but these modifications have come to form part of the historic fabric of the place.

Jeremeiah Moloney brought parts of the land and laid out Renall Street. The street was set out in 1865 with a reserve width of only half a chain (10m). The street was named after Alfred William Renall, a member of parliament from 1858- 1873. The narrowness of the street (at 33 feet) and of the sections is significant to the qualities of the place, with minimal distance between each property and building. The typical narrow lots of 7-8 perches (180-200m<sup>2</sup>) have survived to this day. The houses sit tightly together with minimal side yards, so that the houses are orientated entirely to the front and rear. The lots are shallow, and the houses sit well forward with little or no front yard. Planting is small scale and delicate. Only a narrow footpath separates the properties from the carriageway, a characteristic of artisan housing of the period. The ambience, at both the front and rear of the houses and buildings, is of very compact, close-spaced, tight density.

Much of the qualities of the street comes from the steepness, the bend in the middle and vistas of the harbour over the roof tops and to Freeman's Bay. The steep gradient and curve of the street allow the physical attributes of the housing to be appreciated more fully than in a straight level street. Because of this topographical situation, each building plays an increased role in the visual composition of the streetscape. There is a feeling not only of enclosure but also of distance, for the steepness of the street gives a view of the harbour over the roof tops.

The street is aligned east-west, and the houses on the north side are single storied while those on the south side are mainly two-storied. This allows the latter properties to



receive maximum sunlight.

The houses were built predominantly in the 1870s and 1880s, and remain very largely unmodified. The oldest homes (Nos 6 & 8) date from the late 1860s. The houses are essentially simple in form and aligned square to the site boundaries. They are clad in weather board, with pitched roofs of corrugated iron. Brick chimneys are prominent. They have sash windows, with generally no bay. Timber ornamentation is generally simple and low key. Windows are predominantly double-hung, with Victorian door panels. Low picket fences, in various designs, predominate.

The simple form of the buildings under a simple roof, with no roof additions or dormers has been retained. The intactness of the roof forms is a significant feature of Renall Street. Generally, there are no additions to the sides of the houses since the street has been subject to heritage management (1973).

The street has been made one-way, and car parking is predominantly on-street. The side yards are too narrow for vehicular access and there is insufficient depth for parking in the front yard. In consequence, the front yards have largely retained their original character. Traditionally garages and carports were not part of the properties and there is generally limited ability for on-site parking structures. Several properties now have parking pads or carports and a few have garaging under the main house form. Appropriate scale, detail and location are important for any garaging proposed.

In the design of the house facade and treatment of the shallow front yard, there is a sense of propriety and formality facing the street. There is typically a front verandah over which the roof pitch flattens to impart a sense of welcome. The verandah acts as intermediate or transitional space between the public footpath and the privacy of the home, reflecting a time when the street was social space. The social interaction which is possible between the verandah and the footpath still survives to some extent today, particularly where high front fences have not been added. Bluestone kerbing remains a feature.

In terms of architectural character and social significance, a clear historical distinction exists between the front (publicly visible) elevation of the houses and the rear elevation (the utility area, private and unseen). Expense was concentrated upon the front elevation which was of formal design, with at least some degree of articulation and ornamentation. Within the finances of the family, it was their grand statement. The rear elevation was simple and plain, with an absence of ornamentation or articulation of surfaces. Additions were traditionally added to the rear. These architectural distinctions should be respected when designing alterations or extensions at the rear.

**Map 14.2.11.1 Historic Heritage Area: Renall Street**



### **Schedule 14.2.12 Karangahape Road Historic Heritage Area (Schedule 14.1 ID 02739)**

#### **Statement of significance**

The Karangahape Road area has significance for its historical association with the commercial and residential development of Auckland from the city's colonial establishment through to the mid-twentieth century. The area retains considerable significance due to the predominance of Victorian and Edwardian era buildings that have survived modern redevelopment. The decorative physical appearance of these buildings combined with the unity of scale and form reflects the historical pattern of development and creates an urban landscape that is distinctive within Auckland. Despite the many changes that have occurred in the rest of the city throughout the years, Karangahape Road has retained its original purpose, which reinforces its significance as one of Auckland's earliest and most important commercial and entertainment areas.

Karangahape Road rose to prominence as a shopping area for the residential suburbs of Grey Lynn, Newton, and Ponsonby and this function is tangible through the many shops, theatres and department store buildings that remain. The road serves as a main access point to the inner city from the outer suburbs through its connection with Grafton Bridge, Great North Road and Pitt Street, and provides an entry point to Symonds Street Cemetery, the earliest European cemetery in Auckland. The area also connects to historic Myers Park. Its location along a ridgeline served as a definitive division between the inner city and the suburbs, long before the arrival of the motorway interchanges.

The identified extent of place for the Karangahape Road Historic Heritage Area is the area of Karangahape Road in between Ponsonby Road at its eastern end and Symonds Street Cemetery at its western end along with the inclusion of buildings and areas that were part of the commercial and residential development of this area from Auckland's colonial settlement through to the era of Karangahape Road's decline in the mid-1960s.

The character of the area is dominated by the presence of Victorian, Edwardian, and interwar commercial buildings. The buildings are generally two to three storeys and have a verandah that covers all or part of the footpath. These features have maintained the historical pattern of commercial development which define a retail landscape of the early-mid 20<sup>th</sup> century and reflect the core pattern of development for Karangahape Road. Along the associated side-streets there are more modest early and mid-20<sup>th</sup> century shops and warehouses that are part of the historical pattern of development and support the area's commercial importance.

There has been redevelopment along the road and in its surrounding area resulting in the presence of modern infill buildings amongst the historic buildings of Karangahape Road. These have been included in Karangahape Road's determined extent of place, but have been noted as non-contributors. Past precinct rules have required new buildings in the area to be sympathetic to the historical setting and character of the road, and infill buildings have generally had a neutral impact on the historical integrity of the street. The retention and sensitive adaptation of existing contributing buildings is important to retaining Karangahape Road's historical integrity.

For further information about the area's heritage values, patterns of historical development and important events which shaped it refer to the relevant Historic Heritage Evaluation on file with Auckland Council.

**Map 14.2.12.1 Historic Heritage Area: Karangahape Road**

