

Albert-Eden Heritage Survey

Survey Report

September 2013 - FINAL



Albert-Eden Heritage Survey

Survey Report

Prepared by Auckland Council's Heritage Unit

September 2013 (final version)

Cover image:

View of surrounding suburbs from Mount Eden (Auckland Council, 2013)

TABLE OF CONTENTS

1.0	INTRODUCTION	3
1.1	Purpose	3
1.2	Context of the survey	5
1.2.1	Planning context	5
1.2.2	Developing the AHS programme	5
2.0	METHODOLOGY	6
2.1	Scoping	6
2.1.1	Selecting the survey areas, boundaries and levels	6
2.1.2	Survey modules	7
2.1.3	Sub-areas	10
2.2	Engagement and consultation	11
2.3	Research	11
2.4	Fieldwork	12
2.5	Constraints	13
3.0	SURVEY RESULTS	14
3.1	Level 1: Albert-Eden Local Board Area	14
3.1.1	Historical and Thematic Context Overview	14
3.1.2	Historic Heritage	16
3.1.3	Special Character	16
3.1.4	Mana Whenua Values	18
3.1.5	Community Values	18
3.1.6	Issues Mapping	19
3.1.7	Sub-areas	19
3.2	Level 2: Mount Eden Road & Point Chevalier	21
3.2.1	Historic Heritage and Special Character	21
3.2.2	Issues Mapping	26
3.3	Level 3: Balmoral	26
3.3.1	Historic Heritage	26
3.3.2	Special Character	28
3.3.3	Issues Mapping	30
4.0	RECOMMENDATIONS	31
	REFERENCES	32
	APPENDICES	33

FIGURES

<i>Figure 1: AEHS boundaries</i>	4
<i>Figure 2: Existing historic heritage places and special character areas</i>	16
<i>Figure 3: AELB sub-area boundaries</i>	19
<i>Figure 4: Mount Eden Road level 2 survey area places of interest</i>	22
<i>Figure 5: Point Chevalier level 2 survey area places of interest</i>	24
<i>Figure 6: Balmoral proposed historic heritage places, historic heritage areas and special character area</i>	28

TABLES

<i>Table 1: Level of interest to the community results</i>	18
<i>Table 2: Sub-area prioritisation for future survey</i>	19
<i>Table 3: Places of interest in the Mount Eden Road survey area</i>	21
<i>Table 4: Areas of interest in the Mount Eden Road survey area</i>	21
<i>Table 5: Places of interest in the Point Chevalier survey area</i>	23
<i>Table 6: Areas of interest in the Point Chevalier survey area</i>	23
<i>Table 7: Level 3 historic heritage places evaluated</i>	26
<i>Table 8: Level 3 historic heritage areas evaluated</i>	27
<i>Table 9: Level 3 special character area evaluated</i>	29
<i>Table 10: Recommendations</i>	30

1.0 INTRODUCTION

The Albert-Eden Heritage Survey (AEHS) is part of the broader *Auckland Heritage Survey* (AHS) programme to identify, understand and manage heritage throughout Auckland. The survey was undertaken by the following interdisciplinary team working for, and on behalf of Auckland Council's Heritage Unit between February and September 2013:

Carolyn O'Neil (Project Lead), Heritage Consultant
Rebecca Fogel, Built Heritage Specialist
Katharine Sheldon, Specialist Built Heritage
Tony Barnes, Principal Heritage Advisor North
Anna Boyer, Heritage Information Advisor

Further contributions were made by Rebecca Freeman, Principal Specialist Built Heritage (Issues Mapping) and Graeme Murdoch, Consultant Historian (Mana Whenua Values).

1.1 Purpose

The AHS is a multi-year programme led by the Auckland Council Heritage Unit. It represents the implementation of the Auckland Plan by increasing the survey coverage of the region, significantly increasing the number of places on the heritage schedule, and improving community satisfaction with Council's management of historic heritage. In addition to serving these key purposes, the AHS will inform two critical pieces of work:

- Revisions to the Auckland Council *Historic Heritage Area Assessments: Draft Interim Guidance* (October 2012), which is intended to provide the 'template' for future surveys across Auckland.
- The preparation of the *Auckland Council Unitary Plan*, which will include objectives and policies that will shape the future of the survey area and include a schedule of significant Historic Heritage Places.

The purpose of the AEHS was to undertake the following:

- **Level 1 (outline) survey for the Albert-Eden Local Board (AELB) area.**
- **Level 2 (rapid/reconnaissance) survey for two selected areas within the Local Board boundary.**
The selected areas were Mount Eden Road, an area roughly bounded by the local board boundary (north), Balmoral Road (south), a combination of St Andrew's Road and the eastern side of Mount Eden (east) and Sandringham and New North Roads (west); and Point Chevalier.
- **Level 3 (detailed) survey for a pre-defined area of Balmoral.**
The area encompasses 180 hectares of land within the boundary of Balmoral Road (north), Shackleton and Lambeth Roads (south), Mt Eden Road (east), and Sandringham Road (west).

The intention of the surveys was to provide research, identification, analysis and recommendations for historic heritage places and areas, special character areas, community values and Mana Whenua values. The project involved the undertaking of all three survey levels and associated areas concurrently, resulting in inter-related findings, cross-referenced across the study.

The heritage survey boundaries for levels 1, 2 and 3 are shown in Figure 1.

1.2 Context of the survey

1.2.1 Planning context

The planning policy context of the AEHS is principally provided by the Auckland Plan. Survey outputs will advance the directives of both the Auckland Plan Spatial Team and the Heritage Unit.

Auckland Plan

The Auckland Plan is a 30-year strategy and vision to make Auckland the world's most liveable city. Over this 30-year timeframe, the Auckland Plan along with the *Economic Development Strategy*, *Waterfront Development Plan* and *City Centre Masterplan* will influence Aucklanders' lives by setting targets and priorities to shape the city's economy, environment, social and cultural spheres.

The AEHS aligns with two chapters in the Auckland Plan:

- Chapter D, Section 3 – Auckland's High-Level Development Strategy
- Chapter 4 – Auckland's Historic Heritage

Chapter D focuses on moving to a quality, compact Auckland in order to accommodate high population and economic growth without eroding Auckland's essential qualities. All aspects of historic heritage are part of Auckland's essential qualities. This survey will help determine how inevitable change will be managed to protect and enhance historic heritage in the survey areas.

Chapter 4 focuses on protecting and conserving Auckland's historic heritage for the benefit and enjoyment of present and future generations. This survey will help deliver on the targets and directives relating to increasing survey coverage; improving the heritage information base; identifying, protecting and conserving locally, regionally and nationally significant historic heritage; and ensuring that historic heritage appropriately informs new development and inspires high-quality sympathetic design.

Auckland Council Unitary Plan

The Auckland Council Unitary Plan will include objectives and policies that will shape the future of the AEHS area, a schedule of significant Historic Heritage Places (including areas) and a list of Special Character Area overlays. The Level 3 Balmoral Heritage Survey has identified new Historic Heritage Places, Areas and Special Character Areas that meet the criteria and thresholds set out in the Unitary Plan and thus warrant statutory protection. As such, one of the key deliverables of this project was to complete the evaluation of historic heritage places (including areas) identified in the level 3 survey area within the Unitary Plan timeframes for a projected September 2013 notification.

1.2.2 Developing the AHS programme

The AEHS will assist in setting out Auckland Council's approach to heritage surveys under the AHS programme over the next decade. In the past, legacy Councils and practitioners across the region have adopted very different methods and approaches to the identification of heritage places and areas. The creation of the new Auckland Council has provided an opportunity to develop a robust and consistent methodology, which builds on current regional, national and international good practice as well as reflecting the new aims and priorities for Auckland. The AHS programme is intended to promote good practice and provide support for both internal and external decision makers, practitioners and community groups.

2.0 METHODOLOGY

The AEHS was guided by the methodology set out in *Historic Heritage Area Assessments: Draft Interim Guidance* (October 2012), a practical tool utilised to improve the identification, understanding and management of heritage in defined areas.

2.1 Scoping

2.1.1 Selecting the survey areas, boundaries and levels

The process of selecting each of the AEHS areas, defining their boundaries and matching survey levels to each area was undertaken differently for each area as a result of desired outcomes for each area, rather than adopting a sequential approach.

Balmoral area

The first survey area to be identified was Balmoral. This selection was made under the direction of the Unitary Plan Political Working Party (PWP). To help provide an evidence base in areas of proposed intensification, the PWP directed the Heritage Unit to identify four survey areas across the region: Mangere Town Centre, Onehunga, Otahuhu, and Balmoral.

In response to this direction, the Heritage Unit selected a Level 3 study area in Balmoral that had both high potential for heritage values and high potential for change due to intensification pressures. The purpose of the Level 3 survey was to identify, document and evaluate places to a level of detail that would support the scheduling of new historic heritage places and the production of new special character areas. **The statutory outcomes of this project are therefore limited to the Level 3 Balmoral survey area only.**

Albert-Eden Local Board area

In addition to the pre-defined Level 3 survey area in Balmoral, the Albert-Eden Local Board requested that a larger, higher Level 1 survey be undertaken for the entire Local Board area. The primary goal of this work was to provide preliminary information on the location and general make-up of existing historic heritage and special character within their jurisdiction, enabling the Local Board to make informed and holistic decisions about heritage in the future.

Mount Eden Road and Point Chevalier areas

As part of a more concentrated survey within the AELB area, the Local Board's heritage representatives selected two further areas for Level 2 survey in order to identify potential historic heritage places and special character areas. These two areas were Mount Eden Road and Point Chevalier. Both areas were identified as potential gap areas – Mount Eden Road as an area of potential historic heritage values but located outside existing character area boundaries, and Point Chevalier as a comparably under-represented area in terms of existing and recorded heritage values.

2.1.2 Survey modules

The AHS programme methodology adopts a modular approach to the survey process to allow maximum flexibility. The survey modules selected for the AEHS were guided by the desired outcomes and defined boundaries for the project, and influenced by available resources, timeframes and budget.

The survey modules selected for the AEHS included:

- *Historical and Thematic Overview*
- *Historic Heritage*
- *Special Character*¹
- *Mana Whenua Values*
- *Community Values*
- *Issues Mapping*

Historical and Thematic Overview

The Historical and Thematic Overview module was split into two sections: the Historic Context Statement and the Historical Timeline. Collectively, these documents provide a summary of the overall historical development of the AELB area, focussing on a thematic approach that includes a narrative discussing important themes, time periods and associated property types. A thematic framework incorporating the following themes was used and developed for the purpose of this module:

- Land and People
- Government
- Infrastructure
- Building the City
- Work
- Ways of Life

Historic Heritage

This module involved the identification of *existing*², *recorded*³ and *potential*⁴ historic heritage places within each survey area. The degree of research and fieldwork varied according to the survey level.

Within the AELB survey area (Level 1), the identification of *existing* and *recorded* historic heritage places and legacy conservation areas were plotted on a map to provide a spatial understanding of what heritage places exist and where they are located. This exercise assisted with the identification of two areas for further, more detailed Level 2 surveys.

The identification of *potential* historic heritage places and areas in the Mount Eden Road and Point Chevalier survey areas (Level 2) was carried out by way of research, desktop analysis and fieldwork. Consideration was given to unscheduled places on the NZHPT register; places recorded on the CHI; places identified as part of previous heritage studies and/or recommendations; and unusual, intact, representative or thematically interesting places identified during research and fieldwork. Using this information, a thematically-structured study list of 'places of interest' was compiled for each Level 2 survey area.

¹ Since commencement of this project, the title of the module changed from *Historic Character* to *Special Character*.

² **Existing** places of historic heritage value were determined to be those scheduled in the draft Unitary Plan.

³ For the purpose of this survey, **recorded** places were those unscheduled places in the NZHPT register, the CHI or NZAA records.

⁴ **Potential** historic heritage places were those identified as part of the heritage survey process (based on research, fieldwork, consultation, etc.) for all three survey levels.

A similar approach was adopted for the Balmoral survey area (Level 3). Places of interest were identified and a moderate level of place-based research undertaken. The information was set out in a thematically-structured table and each place prioritised for evaluation. To assist with determining which places of interest should be evaluated within the project timeframe, a project-specific 'prioritisation tool' was developed.

The three key priorities were:

Priority 1 indicates a place/area to be evaluated.

A Priority 1 place/area is supported by a high level of initial information that will assist an evaluation. The place is rare or unusual, either because few examples ever existed, few examples survive or because it is an intact example; it signifies an important or under-represented theme within the locality and/or region; there is a high known or potential threat or risk of change.

Priority 2 indicates a place/area that may warrant future evaluation.

A Priority 2 place/area has less initial supporting information to assist an evaluation. The place may be rare, unusual or a good representative example but further research is required; it maintains a level of integrity; it signifies a good example of a theme that may already be well represented within the locality and/or region; there is a medium known or potential threat or risk of change.

Priority 3 indicates a place/area not being progressed for evaluation at this time.

A Priority 3 place/area has little or no initial supporting information to assist an evaluation at this time. The place is considered neither rare nor unusual or is highly modified; it may be of thematic interest within the locality but may lack information to support this; there is a low, or no known or potential threat or risk of change.

The identified Priority 1 places in Balmoral were evaluated by the team using the *Methodology for the Evaluation of Historic Heritage Significance* for possible inclusion in the draft Unitary Plan schedule. Places (including areas) were evaluated against the following historic heritage significance criteria:

- a) Historical
- b) Social
- c) Mana whenua
- d) Knowledge
- e) Technology
- f) Physical attributes
- g) Aesthetic
- h) Context

As part of this evaluation process, each place within the historic heritage area boundaries was classified as either a 'Contributor' or 'Non-contributor' depending on the place's relative contribution to the area's historic heritage significance.

Special Character

The Special Character module involved the identification of *existing* and *potential* special character areas. The degree of research and fieldwork varied according to the survey level.

Within the AELB area (Level 1 survey), *existing* special character areas⁵ were plotted on a map to provide a spatial understanding of where the character areas are located. This exercise also contributed to the identification of two areas for further, more detailed Level 2 surveys.

The identification of *potential* character areas in the Mount Eden Road and Point Chevalier survey areas (Level 2) was carried out by way of research, desktop analysis and fieldwork. Consideration was given to areas that maintained legible street patterns representative of the area's historical and physical settlement patterns and landscape qualities, and/or areas of thematic interest. Using this information, areas were incorporated onto the 'places of interest' study list and defined on an associated map.

A similar approach was adopted for the Balmoral survey area (Level 3), with the identified area being evaluated using the *Methodology for Evaluating Historic Character Areas* for possible inclusion in the draft Unitary Plan. The following criteria were used:

- a) Historical
- b) Physical attributes
- c) Social

As part of this evaluation process, each place within the Character Area boundary was classified as either 'Character Defining', 'Character Supporting' or 'Non-contributing' depending on the place's relative contribution to the area's period of significance. This information also informed the boundary of the character area.

Mana Whenua Values

The purpose of this module was to identify the *existing* and *potential* sites and places of significance to Mana Whenua within the AEHS area, with specific emphasis on Balmoral. As part of the survey process, a consultant historian worked with iwi to gain their preliminary cultural and historical perspectives relating to the AEHS project. Ongoing consultation resulted in the provision of feedback from Tangata Whenua on the heritage survey process and the production of a report including a summary background history, a commentary on findings and recommendations.

Community Values

This module involved working with the Local Board and historical societies within the AELB area to identify *potential* historic heritage places and areas. Input on 'places of interest' within the AEHS area was encouraged to enable their incorporation onto either the Level 2 or 3 'study lists' or into recommendations around future survey work.

Engagement and consultation with the AELB was undertaken throughout the project by way of progress meetings/feedback sessions. The Local Board's heritage representatives had a proactive involvement in the identification of the Level 2 study areas (Mount Eden Road and Point Chevalier) and provided staged feedback on the project outcomes.

Early contact was made with local historical societies, meeting representatives where possible. A brief questionnaire entitled *Measuring the value of place to the community* was issued to the Mount Albert Historical Society, Epsom & Eden Historical Society, Avondale Waterview Historical Society and the Point Chevalier Historical Society. The questionnaire asked

⁵ *Existing* Special Character Areas included legacy District Plan areas such as Residential 1 and 2 zones and Character Overlays.

members to indicate on a sliding scale – ranging from *No interest* to *Very high interest* – the general interest they had in their area and two neighbouring areas. Members were also asked to list the places they valued in each of those areas and identify one place within the wider Auckland Region that they valued.

Issues Mapping

The Issues Mapping module involved the identification of heritage issues relevant to all three survey levels by way of a SWOT analysis: a tool used to analyse and define the project's high-level issues, gaps, strengths, weaknesses, opportunities and threats.

The project team met to discuss the issues for each survey level. These issues were set out in a table and focussed, either broadly or specifically, on the following criteria/analysis:

- What are the key issues that came out of the research and other types of analysis?
- Where and what are the gaps in the existing information base?
- What are the opportunities in the area?
- What are the strengths in the area?
- What are the weaknesses in the area?
- What are the threats in the area?

2.1.3 Sub-areas

One key piece of feedback that came out of early discussions with the Local Board heritage representatives was the desire to gain a general understanding of what exists within the wider AELB area in terms of periods of development and physical characteristics. Whilst it was outside the scope of this project to undertake a street-by-street survey of the entire AELB area, an attempt has been made to provide a level of information that best addresses this requirement within the project timeframe. The sub-area prioritisation document includes information about the AELB area's settlement patterns and built form that is intended to assist the Local Board with decision-making around the prioritisation of future heritage survey areas within their jurisdiction.

The AELB area was split into 11 'sub-areas', roughly based on historic suburban boundaries and guided by the location of existing Special Character Areas and the pre-1944 building demolition control layer. Exploratory fieldwork was carried out by car, and high-level research was undertaken to provide a summary of each sub-area's settlement, characteristics and key themes. Places of interest (with an emphasis on built heritage) were identified for each sub-area, based on the following resources:

- Historical research (secondary sources)
- Existing Heritage Studies and Heritage Walk documents
- Cultural Heritage Inventory (CHI)
- Unitary Plan engagement feedback
- Nominations, submissions and/or recommendations
- Site surveys (fieldwork) or other

Each sub-area was then prioritised for future heritage surveys. The highest priority areas are those currently covered by the Pre-1944 building demolition control layer where there is high potential for heritage value but where *existing* historic heritage is currently under-represented. Areas largely covered by existing special character overlays are less of a priority. Recommendations were also made around what future survey level(s) would be appropriate for each sub-area. This was heavily based on the level of information and documentation that already exists around each sub-area.

2.2 Engagement and consultation

Engagement and consultation matters with the AELB and local historical societies are addressed under the *Community Values* module above.

Consultation with the New Zealand Historic Places Trust (NZHPT) was limited to an informal meeting on 23 May 2013 to discuss the project approach and findings to date. Due to other work commitments during the project timeframe, the Trust was unable to commit to a greater level of engagement at that time.

2.3 Research

Desktop analysis and archival research occurred throughout the project, varying in detail for each survey level and utilising both primary and secondary sources from various repositories.

Level 1

Initial information gathering predominantly involved a review of local histories and studies, historic subdivision maps and aerials, and online resources. These sources assisted the high-level, outline research required to meet the objectives of the Level 1 AELB area survey and provided a broad understanding of the AELB area.

The Historic Context Statement required extensive research in order to provide a broad historical and contextual overview for use as a thematic framework, in addition to a more detailed focus on property types and individual places both relevant and significant to each theme.

Level 2

More specific research was required for the Level 2 Mount Eden Road and Point Chevalier surveys. The team reviewed sources such as local histories and studies, historic subdivision plans, maps, aerials and some property files in order to assist with the understanding of historic settlement patterns and the development of these two areas over time.

Level 3

The Level 3 Balmoral survey involved detailed archival research with a greater focus on place-based research, consulting individual Council property files and Land Information records.

Throughout the project, information garnered from desktop analysis and archival research was cross-referenced and utilised for each survey level.

The key resources used during the development of the project are listed below. A complete list of references is provided at the end of each document included in the Appendices of this report.

- Auckland Council Archives
- Auckland Council Libraries (Heritage Images Online)
- Auckland Council Website
- Auckland Council Property Files and Site Information Packs
- Auckland Council GIS Viewer
- Auckland War Memorial Museum Library
- Auckland University (Architecture Archives)
- Cadastral Maps
- Catholic Diocese of Auckland Archives
- Conservation Plans
- Cultural Heritage Inventory (CHI)
- Proposals list (existing and evaluated)
- External stakeholders
- Google Maps
- Heritage Assessments
- Legacy District Plan maps and schedules
- Land Information New Zealand (LINZ)
- New Zealand Archaeological Association (NZAA) Site Register
- New Zealand Historic Places Trust (NZHPT) Register
- Online sources (e.g. Paperspast, DigitalNZ, Matipihī)

2.4 Fieldwork

Fieldwork was carried out throughout the project to assist with a greater understanding of what existed in the survey areas and to enable the physical identification and analysis of places with *potential* historic heritage value. Surveys were conducted by car (“windshield”) and on foot, depending on the level of survey required. As part of the process, historic aerials and maps were consulted and photographs taken to document the survey areas.

Level 1

Periodic surveys of an exploratory nature only were undertaken by car of parts of the Albert-Eden Local Board area. This involved visiting representative places within the Local Board boundary in order to gain an understanding of the key characteristics of the sub-areas and to assist with the prioritisation of areas for future survey.

Level 2

Fieldwork was conducted on a street-by-street basis, by car and on foot. Places and areas of interest identified in the Level 1 survey and during further area-based research were viewed and photographed from the public realm for possible inclusion in the ‘study list’.

Level 3

Initial fieldwork was carried out predominantly by car for the purpose of familiarisation. Subsequent fieldwork was conducted on foot. Observations were made on a street-by-street basis, considering landscape, buildings, subdivision and integrity. Site-by-site data was captured from the public realm for the historic heritage areas and special character areas. For individual places, access was made onto the properties as part of the evaluation process wherever possible.

2.5 Constraints

Timeframe and resources

The initial project timeframe of approximately 6 months was a particular challenge given that the project team was tasked to undertake all three survey levels concurrently and were scoped to work only part-time on the project. All statutory tasks were driven by the draft Unitary Plan timeframes and as such took priority over the non-statutory aspects of the survey work, which were completed between July and September. The limited timeframes restricted greater focus being placed on certain aspects of the higher-level surveys and historic context statement, and constrained potential efficiencies that may have been made if the three survey levels were undertaken sequentially.

Variations in approach

As progress was made during the development of the draft Unitary Plan, changes to terminology and rules resulted in time-consuming amendments being undertaken to some of the work already completed.

Modules

The modules undertaken as part of this survey were heavily focussed on built heritage, and as such, the results do not provide a full representation of all types heritage places and features within the AEHS area. Whilst attempts have been made to note *existing* and *recorded* archaeological places and trees as part of the Level 1 survey, more detailed research and surveys undertaken by relevant specialists to identify *potential* archaeology and natural heritage places and features was outside the scope of this project.

Consultation and engagement

Timeframes meant that very little community engagement and public consultation was undertaken as part of this project. Volunteer support and local knowledge would have been of great benefit to the project and would have provided opportunities to build capacity within the local community.

3.0 SURVEY RESULTS

3.1 Level 1: Albert-Eden Local Board Area

3.1.1 Historical and Thematic Context Overview

The Historical and Thematic Overview was split into two sections: the Historic Context Statement and the Timeline which collectively provide a summary of the overall historical development of the AELB area.

Historic Context Statement

The Historic Context Statement focuses on a thematic approach which includes a narrative that discusses key themes, time periods and information about relevant place types within the AEHS area. The following provides a summary of important themes associated with the AELB area. The full Historic Context Statement is included in Appendix 1a of this report.

- Land and People

The geology and natural environment of the Albert-Eden Local Board area is explored in this theme. The Local Board's volcanic past is especially notable, with three volcanic cones, lava caves, fertile alluvial soil, and abundant scoria all playing a role in the settlement of the area. The rich natural resources of the area are also noted here.

Potential heritage places associated with this theme may include archaeological sites (particularly those associated with pre-1900 human activity), sites of significance to mana whenua, parks and reserves with significant ecological values, and significant geological features.

- Government

This theme chronicles the development of local government in the Albert-Eden Local Board area, which evolved from a series of Highway Districts to independent Boroughs that were ultimately amalgamated into Auckland City. Understanding the governance structure is essential to understanding the evolution of the area as a whole, as it underscores the subdivision of land and provision of municipal services. The development of fire, police, and healthcare services are also discussed under this theme.

Potential heritage places associated with this theme may include former Borough Council Offices, fire stations, police stations, post offices, hospitals, and Mount Eden Prison.

- Infrastructure

This theme follows the expansion of infrastructure and public utilities throughout the Local Board area. Public transportation was essential: horse-drawn buses and railroads facilitated growth, but it was the expansion of the electric tram suburb that had the most profound effect on the built form of the Albert-Eden Local Board area. The development and reticulation of utilities—water, power, drainage, sewerage, and rubbish—are also important because they highlight how the area's needs changed as it became increasingly urbanised.

Potential heritage places associated with this theme may include road cuts or other evidence of early roadway engineering, early gas or electric light standards, electrical substations, pump houses, toll booths, railway stations, tram poles and tracks, toilet blocks, and rolling stock.

- Building the City

The key topic within this theme is the progressive residential subdivision of the Local Board area following the expansion of the public transportation network. This development can be divided into seven broad periods: Māori Settlement, Early subdivisions (1840-1870), Victorian era (1870-1900), Edwardian era (1901-1919), Interwar period (1920-1939), World War II & Postwar era (1940-1965), and Modern (1966-present). The development of the Local Board's town centres—small commercial shopping precincts along busy transport routes—is also explored under this theme. Residential and commercial architecture in the Albert-Eden Local Board area follows general Auckland and New Zealand trends, but this section summarises key architectural styles as they apply within the Local Board area.

Potential heritage places associated with this theme may include groups of residences from a particular period, town centres with strong physical cohesion and contextual values, and individual buildings that exemplify a particular architectural style or the work of a prominent architect.

- Work

This theme discusses the various industries that were found in the Albert-Eden Local Board area, including agriculture, quarrying, milling, and manufacturing.

Potential heritage places associated with this theme may include early factories, quarry sites, road cuts, boundary walls, or farmhouses.

- Ways of Life

The focus of this theme is the community-building activities and sites that developed in conjunction with the suburbanisation of the Albert-Eden Local Board area. Schools, churches, and community centres developed to provide for the needs of the residents, generally following the transport routes that supported the growing population.

Potential heritage places associated with this theme may include churches, schools, theatres, community centres, sporting facilities, parks, and war memorials.

Historical Summary: Timeline

The timeline focuses on a chronological approach which provides a summary of key events associated with the AELB area. The timeline was split into six broad periods of development which link back to the 'Building the City' theme explored in the Historic Context Statement:

- 1840 – 1870: Early subdivisions
- 1870 – 1900: Victorian-era
- 1901 – 1919: Edwardian-era
- 1920 – 1939: Inter-war era
- 1940 – 1965: World War II and Post-war era
- 1966 – present: Modern

The Timeline is included in Appendix 1b of this report.

3.1.2 Historic Heritage

The identification of *existing* historic heritage places and areas enabled the known values of the AELB area to be understood. Both *existing* and *recorded* historic heritage places were mapped which revealed their geographic distribution, and areas within the broader survey boundary that were under-represented in terms of known heritage resources. The *recorded* historic heritage places provided a good starting point for the identification of places of *potential* historic heritage value for survey Levels 2 and 3.

Within the AELB area, there are currently:

- **83** scheduled places⁶. This number consists of 77 scheduled buildings/structures; 4 scheduled archaeological sites and 2 sites and places of significance to Mana Whenua. Of the 77 scheduled places, 13 are Category A and 64 are Category B.
- **38** places registered with NZHPT (16 of which are currently unscheduled). Of the 38 registered places, 15 are Category I and 23 are Category II.
- **242** places (approximately)⁷ recorded in the CHI (144 of which are unscheduled and unregistered).
- **1** Conservation Area.

The highest concentrations of scheduled (*existing* historic heritage) places in the AELB area are predominantly located within the broader areas of Mount Eden, Epsom and Mount Albert. Areas of lower concentrations include Point Chevalier and Sandringham.

A map and tables identifying the *existing* historic heritage places within the AELB survey area are shown in Figure 2 and included in Appendix 1c respectively.

3.1.3 Special Character

The identification of *existing* Special Character Areas (legacy Residential 1 and 2 zones and Character Overlays) provided information about the location of areas within the AELB area that possess visual and spatial qualities, and are recognised for their cohesive aesthetics as good residential or commercial development from the late nineteenth and early-to-mid twentieth centuries.

Within the AELB survey area, there are currently:

- A number of Special Character Overlays (Residential) that account for approximately **25%** of the survey area. The largest concentrations are found around the residential areas of Mount Eden, Epsom, Mount Albert and Kingsland, with smaller clusters in Greenlane, Morningside, Balmoral and Sandringham. There are currently no Special Character Areas in Point Chevalier, Waterview and Unitec.
- **5** Special Character Overlays (Business). These include the historic commercial centres of Mount Eden (Mount Eden Road), Mount Eden (Dominion Road), Kingsland, Balmoral and Sandringham.

A map showing the *existing* Special Character Areas (both Residential and Business) within the AELB area is shown in Figure 2. A larger version is included in Appendix 1c.

⁶ This number does not include places recently evaluated as part of the survey or other Unitary Plan process. Nor does the number include scheduled trees.

⁷ It is difficult to provide an exact number as one reference sometimes accounts for a number of places, or vice-versa.

3.1.4 Mana Whenua Values

The key output of this module was the production of a report entitled *Balmoral Intensification Area Heritage Survey: A Preliminary Summary of Maori Ancestral Relationships* (June 2013). The report acts as a preliminary summary providing a historical and cultural context for on-going consultation with Tangata Whenua to identify, manage and advocate their taonga within the AEHS area.

The specialist report comprises a summary of Tangata Whenua feedback on the heritage survey process, associated recommendations (incorporated into section 4.0 of this report) and the identification of **one place of significance to Mana Whenua**. The focus of the report was largely on the Balmoral area, but the feedback and recommendations were also considered within the broader context of the AELB area.

The report identifies Te Roto a Rangi, 'The Lake of Rangi' as a place of significance to Tangata Whenua. The report quotes a description of the place acknowledging it as "*a small lake, now dried up, at the rear of St. Alban's Church, Dominion Road, the site of which was recently a raupo swamp*". It further notes that although a specific landmark, Te Roto a Rangi forms part of a wider cultural landscape of significance to Tangata Whenua.

The full report is included in Appendix 1d.

3.1.5 Community Values

The results of a questionnaire entitled *Measuring the value of place to the community* assisted with the identification of places of *potential* historic heritage to the community⁸ that were included as places of interest on the relevant 'study lists'. Three out of the four local historical societies contributed to the survey. Of these, one provided a combined response without using the questionnaire form. In total, nine individual responses were received and are collectively summarised as follows:

Places of interest:

- Members of the Point Chevalier Historical Society identified **45** places of interest in the areas of Point Chevalier, Waterview and Mount Albert; and **8** places within the Auckland Region.
- Members of the Avondale Waterview Historical Society identified **14** places of interest in the areas of Waterview, Point Chevalier and Mount Albert; and **4** places within the Auckland Region.
- Members of the Mount Albert Historical Society identified **28** places of interest in the areas of Mount Albert, Kingsland and Sandringham.

Level of interest:

The survey also included a sliding scale that enabled individuals to indicate the general interest they had in a given area. Ranging from *No interest* to *Very high interest*, the findings of the seven surveys with this section completed are set out in Table 1.

⁸ It is important to note that the use of the term 'community' in this project was limited to the local historical societies.

Table 1: Level of interest of areas to the community results

	<i>No interest</i>	<i>Some interest</i>	<i>Interest</i>	<i>High interest</i>	<i>Very high interest</i>
Point Chevalier	0	3	0	0	4
Waterview	2	1	0	3	1
Mount Albert	0	1	0	3	3

A full list of the places of interest to the historical societies and copies of the survey are included in Appendix 1e.

It is important to note that because feedback was not received from all historical societies, this data does not provide a full representation of the level of interest in other places within the AELB area.

Whilst the survey form was designed to be as user-friendly as possible, enabling the identification of places of interest to the historical society members, there was some indication that the form caused some confusion. The survey structure may therefore need to be revisited in order to establish how it might be improved for possible future use.

3.1.6 Issues Mapping

This section summarises the main issues identified during the undertaking of the Level 1 survey for the AELB area, and informs recommendations for future work. The analysis identifies high-level positive, negative and neutral heritage issues relevant to the AELB area, and associated gaps in the existing information base. The broad historic heritage issues relevant to the Level 1 survey area are included in Appendix 1f.

3.1.7 Sub-areas

The sub-area prioritisation document resulted in the identification of 11 sub-areas within the AELB area. The sub-area boundaries are shown in Figure 3. Three of the sub-areas were split (a, b and c) to assist with the prioritisation process, resulting in recommendations made around 17 areas.

The sub-area prioritisation document incorporates a map for each sub-area that illustrates its broad periods of development, and summarises each of the sub-areas' settlement, characteristics, key themes and places of interest. Each sub-area has been prioritised for future survey, ranging from Priority 1 (a prime sub-area for future survey) to Priority 4 (a sub-area that has already been surveyed), and recommendations made around the level of survey considered most appropriate.

Table 2 lists each of the sub-areas according to their priority level for future survey. Four sub-areas have been identified as having highest priority (Priority 1) for future survey. These include the Level 2 survey areas of Mount Eden Road and Point Chevalier, together with Mount Albert (Northern) and Mount Eden (Southern), both of which have been identified as areas where there is high potential for heritage value. All four Priority 1 sub-areas have been recommended for future Level 3 heritage surveys.

The sub-area prioritisation document is included in Appendix 1g.

Figure 3: AELB sub-area boundaries (a larger version is included in the document in Appendix 1g)

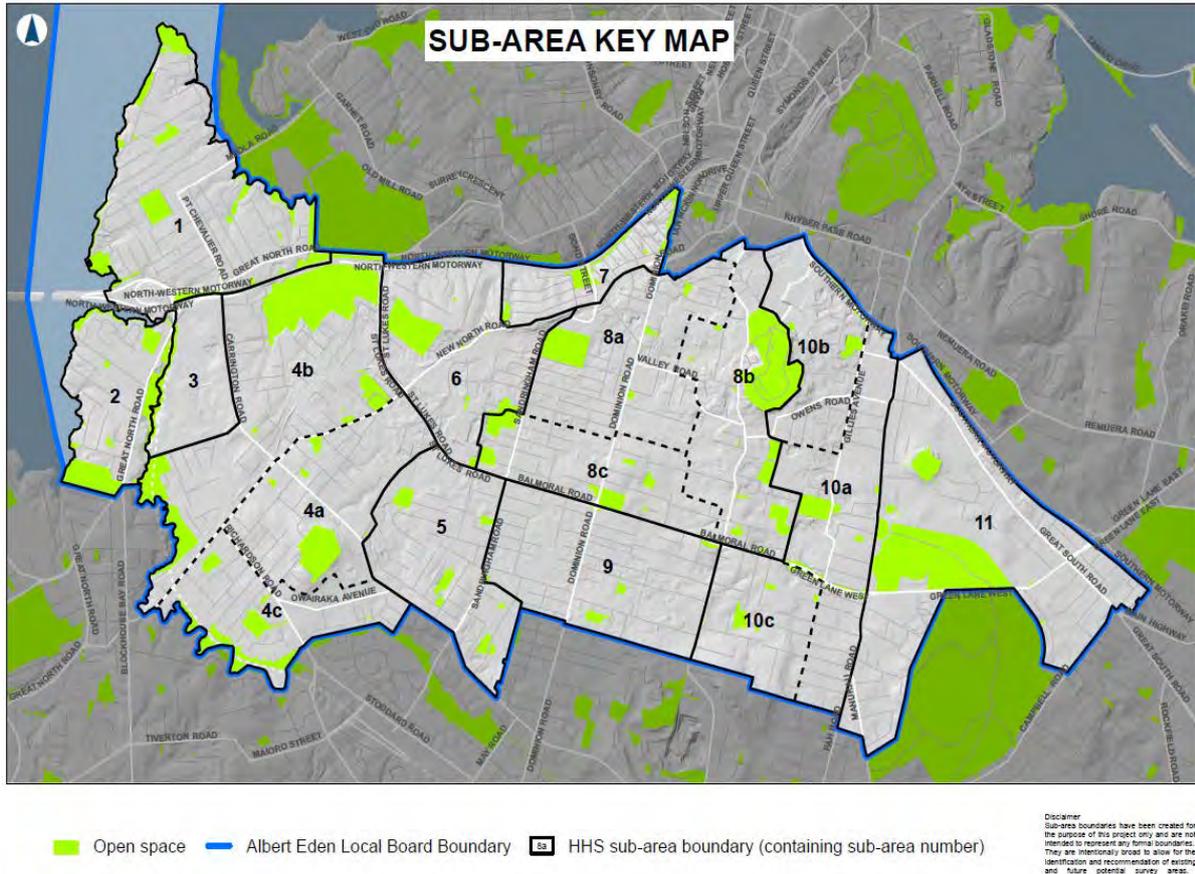


Table 2: Sub-area prioritisation for future survey

Map No.	Sub-area	Priority for future survey	Recommended survey level
1	Point Chevalier	1	Level 3
4b	Mount Albert (Northern)	1	Level 3
8b	Mount Eden Road	1	Level 3
8c	Mount Eden (Southern)	1	Level 3
2	Waterview	2	Level 3
3	Unitec	2	Level 3
4c	Owairaka	2	Level 3
5	Sandringham	2	Level 3
6	Morningside	2	Level 3
10a	Epsom	2	Levels 2 and 3
11	Greenlane	2	Levels 2 and 3
4a	Mount Albert	3	Level 3
7	Kingsland	3	Level 3
8a	Mount Eden (Northern)	3	Level 3
10b	Epsom (Northern)	3	Levels 2 and 3
10c	Epsom (Southern)	3	Levels 2 and 3
9	Balmoral	4	-

3.2 Level 2: Mount Eden Road & Point Chevalier

3.2.1 Historic Heritage and Special Character

The key requirement of this module was the production of a 'study list', identifying places of interest within each of the Level 2 survey areas – Mount Eden Road and Point Chevalier.

In terms of known heritage resources, there are clear disparities between the number of *existing* and *recorded* historic heritage places in the Mount Eden Road and Point Chevalier survey areas. In the Mount Eden Road area, there are currently **22** scheduled places (21 are built heritage places and one is an archaeological site), with a further **9** unscheduled places recorded on the CHI. In contrast, there are currently only **3** scheduled places in Point Chevalier (one is a built heritage place and two are places of significance to Mana Whenua), and **14** unscheduled places (predominantly archaeological sites) recorded on the CHI.

A full list of *existing* and *recorded* historic heritage places in Mount Eden Road and Point Chevalier are included in Appendix 2a of the report.

Study lists

Following desktop research, consultation and fieldwork, a 'study list' identifying places (including areas) of interest within each of the Mount Eden Road and Point Chevalier survey areas was compiled. The study lists take the form of thematically-structured tables which identify the places of interest, important themes associated with each of the places, a brief history of each of the places and the identification of their *potential* historic heritage values.

It is important to note that the study lists do not necessarily represent an exhaustive list of places of interest in each survey area, but act as a strong basis upon which further research and investigations can be based. More detailed work would need to be carried out as part of a Level 3 survey to clarify the significance of each place (and area) as part of the evaluation process.

The full study lists for Mount Eden Road and Point Chevalier survey areas are included in Appendices 2b and 2c respectively.

Places of interest: Mount Eden Road

In the Mount Eden Road survey area, **16** places of interest and **7** areas of interest were identified for further research and investigations due to their *potential* historic heritage or special character values at a local level.

The majority of the places of interest – seven in all – are residential properties, representing the 'Building the City' theme; two are associated with the 'Work' theme; two are linked to the 'Government' theme, and five are associated with the 'Ways of Life' theme. Areas of interest generally include predominantly Victorian and Edwardian residential areas that maintain legible street patterns representative of the area's historical, social or physical development, with reasonable integrity of fabric.

The places of interest included in the Mount Eden Road study list are included below in Tables 3 and 4, and can be cross-referenced with the map in Figure 4.

Table 3: Places of interest in the Mount Eden Road survey area

Map No.	Place name	Address
1	Villa	24 Essex Road, Mount Eden
2	Villa	305 Mount Eden Road, Mount Eden
3	Villa	465 Mount Eden Road, Mount Eden
4	Apartments	75 Valley Road, Mount Eden
5	Apartments	4 View Road, Mount Eden
6	House	2 Woodside Road, Mount Eden
7	Till & Sons Building	427-429 Mount Eden Road, Mount Eden
8	Former Colonial Ammunition Company (CAC) Building	26 Normanby Road, Mount Eden
9	Former Colonial Ammunition Company (CAC) Building	49 Normanby Road, Mount Eden
10	Former Mount Eden Post Office	466 Mount Eden Road, Mount Eden
11	Former Post and Telegraph Exchange	466A Mount Eden Road, Mount Eden
12	Quaker Meeting House	113 Mount Eden Road, Mount Eden
13	Mount Eden Methodist Free Church	391-393 Mount Eden Road, Mount Eden
14	Mount Eden Methodist Church and Hall	449 Mount Eden Road, Mount Eden
15	Mount Eden Bowling Club Pavilion and grounds	17 Stokes Road, Mount Eden
16	Mount Eden Domain Tea Kiosk	Mount Eden Domain, Eden Terrace

Table 4: Areas of interest in the Mount Eden Road survey area

Map ref.	Type	Location
Area of interest	Residential area	Parts of Esplanade Road, Bellevue Road and Sherbourne Road, Mount Eden
Area of interest	Residential area	Part of Valley Road, Mount Eden
Area of interest	Residential area	Stokes Road, Oaklands Road and Rautangi Road, Mount Eden
Area of interest	Residential area	Tarata Street and Ashton Road, Mount Eden
Area of interest	Residential area	Ngauruhoe Street and Essex Road
Area of interest	Residential area and open space	Poronui Street and Nicholson Park
Area of interest	Residential area	Part of Windmill Road

Places of interest: Point Chevalier

In the Point Chevalier survey area, **12** places of interest and **6** areas of interest were identified for further research and investigations due to their *potential* historic heritage or special character values at a local level.

Of the 12 places of interest, two represent the 'Infrastructure' theme; seven are associated with the 'Building the City' theme; one is linked to the 'Government' theme and three represent the 'Ways of Life' theme. The areas of interest include those that maintain the most legible street patterns that reflect the area's historical, social or physical development, with reasonable integrity of fabric. The areas of interest include areas of inter-war residential and commercial development, and state-housing development from the 1940s.

The places of interest included in the Point Chevalier study list are included below in Tables 5 and 6, and can be cross-referenced with the map in Figure 5.

Table 5: Places of interest in the Point Chevalier survey area

Map No.	Place name	Address
1	Point Chevalier Waste-water Pumping Station	40 Oliver Street, Point Chevalier
2	Stone wall	Point Chevalier Beach
3	'Te Whare' Holiday Flats	11-15 (or 13) Joan Street, Point Chevalier (address needs confirmation)
4	State Pensioner Housing	6-12 Pelham Street, Point Chevalier
5	Villa	92 Point Chevalier Road, Point Chevalier
6	Pasadena Buildings	1041 Great North Road, Point Chevalier
7	Shop	290 Point Chevalier Road, Point Chevalier
8	Old Bakery	506 Point Chevalier Road, Point Chevalier
9	Former Point Chevalier Fire Station	59 Point Chevalier Road, Point Chevalier
10	The Church of Ascension	11 Dignan Street, Point Chevalier
11	St Francis Catholic Church/School	2 Montrose Street, Point Chevalier
12	Villa St Francis Church Presbytery	32 Point Chevalier Road, Point Chevalier

Table 6: Areas of interest in the Point Chevalier survey area

Map ref.	Type	Location
Area of interest	Point Chevalier Town Centre	1210-1234 Great North Road, Point Chevalier
Area of interest	Residential area	Great North Road between Moa Road and Motions Road
Area of interest	Residential area	Part of Target Street
Area of interest	Residential area	Residential streets roughly bounded by Walker Road (north), Montrose Street (south), Point Chevalier Road (east) and Hawea Road (west)
Area of interest	Residential area	Parts of Huia Road, Kiwi Road, Wlamer Road and Tui Street
Area of interest	Residential area	Parts of Walmer Road, Moa Road, De Luen Street, Kanuka Street, Riro Street and Kettle Street

Figure 5: Point Chevalier Level 2 survey area places of interest



3.2.2 Issues Mapping

This section provides a SWOT analysis of the Mount Eden Road and Point Chevalier Level 2 survey areas and strategic management recommendations. The analysis is included in Appendix 2d.

3.3 Level 3: Balmoral

3.3.1 Historic Heritage

The key requirement of this module was the evaluation of 'priority' historic heritage places.

In terms of known heritage resources, there are currently **three** scheduled places in the Balmoral survey area, and **four** unscheduled places recorded on the CHI. All seven are built heritage places and are listed in Appendix 3a.

Study list

Following desktop research, consultation and fieldwork, a 'study list' identifying **40** places (including areas) of interest within the Balmoral survey area was compiled. The study list takes the form of a thematically-structured table that identifies the name and address of the places of interest, important themes associated with each place, a brief history of each place, and its priority for evaluation.

The Balmoral survey area study list is included in Appendix 3b.

Prioritisation

In accordance with the 'prioritisation tool' set out in section 2.1.1 (page 6) of this report, **nine** places of interest were identified as a Priority 1 place for evaluation. These included:

- 7 places
- 2 residential areas

Places evaluated

The evaluation of the Priority 1 places determined that eight of the nine places had historic heritage significance and were thus recommended for scheduling in the draft Unitary Plan – six individual places as a Historic Heritage Place: Category B, and the two areas as a Historic Heritage Area: Category B. (Parry Lodge at 92 Marsden Avenue was not recommended for scheduling in the draft Unitary Plan.)

The two areas – Devon Estate Subdivision and Part Renown Estate Subdivision – were identified for their consistency of built form, integrity of fabric and original subdivision patterns. The evaluations determined that of the 113 individual buildings in the Devon Estate Subdivision area boundary and the 37 in the Part Renown Estate Subdivision area boundary, approximately 85% were classified as 'Contributors' to the areas' historic heritage significance.

The draft Heritage Assessments for the places evaluated as part of the level 3 Balmoral survey are included in Appendix 3c of this report.

Tables 7 and 8 summarise the places evaluated for scheduling, listing their name and address, their recommended category and associated heritage values.

Table 7: Level 3 historic heritage places evaluated

Map ref.	Photo	Name and address	Relationship to thematic framework	Category	Known heritage values
1		A.E.P.B. sub-station 250 Balmoral Road, Sandringham	Infrastructure - Utilities	B	A,F,H
2		Villa (Misa Christmas Trees, 2013) 116 Balmoral Road, Balmoral	Building the City - Residential architecture	B	A,F,G,H
3		Residence - Parry Lodge 92 Marsden Avenue, Balmoral	Building the City - Residential architecture Land and People - Geology	None	n/a
4		'Cheapside' buildings 727-731 and 767-771 Dominion Road	Building the City - Commercial architecture	B	A,F,G,H
5		Balmoral Presbyterian Church 258-260 Balmoral Road, Sandringham	Ways of Life - Religion	B	A,B,H
6		Former Sisters of St Joseph Convent (Sinclair House) 26-30 Telford Avenue, Balmoral	Ways of Life - Religion - Education	B	A,B,F

Map ref.	Photo	Name and address	Relationship to thematic framework	Category	Known heritage values
7		Public Toilet Block, Sandringham Reserve 598 Sandringham Road, Sandringham	Ways of Life - Community facilities/public spaces	B	A,F,G,H

Table 8: Level 3 historic heritage areas evaluated

Map ref.	Photo	Name and location	Relationship to thematic framework	Category	Known heritage values
HHA		Devon Estate Subdivision Parts of Calgary Street and Halesowen Avenue, Mount Eden	Building the City - Residential development	B (Area)	A,F,G,H
HHA		Part of Renown Estate Subdivision Part of Marsden Avenue (from nos. 34 and 37 to Kingsford Road), part of Kingsford Road and Thorley Street.	Building the City - Residential development	B (Area)	A,F,G,H

Each of the evaluated places listed in Tables 7 and 8 are shown on the map in Figure 6, together with their extent of place and associated theme. The map indicates that the key represented themes were 'Infrastructure', 'Building the City' and 'Ways of Life'.

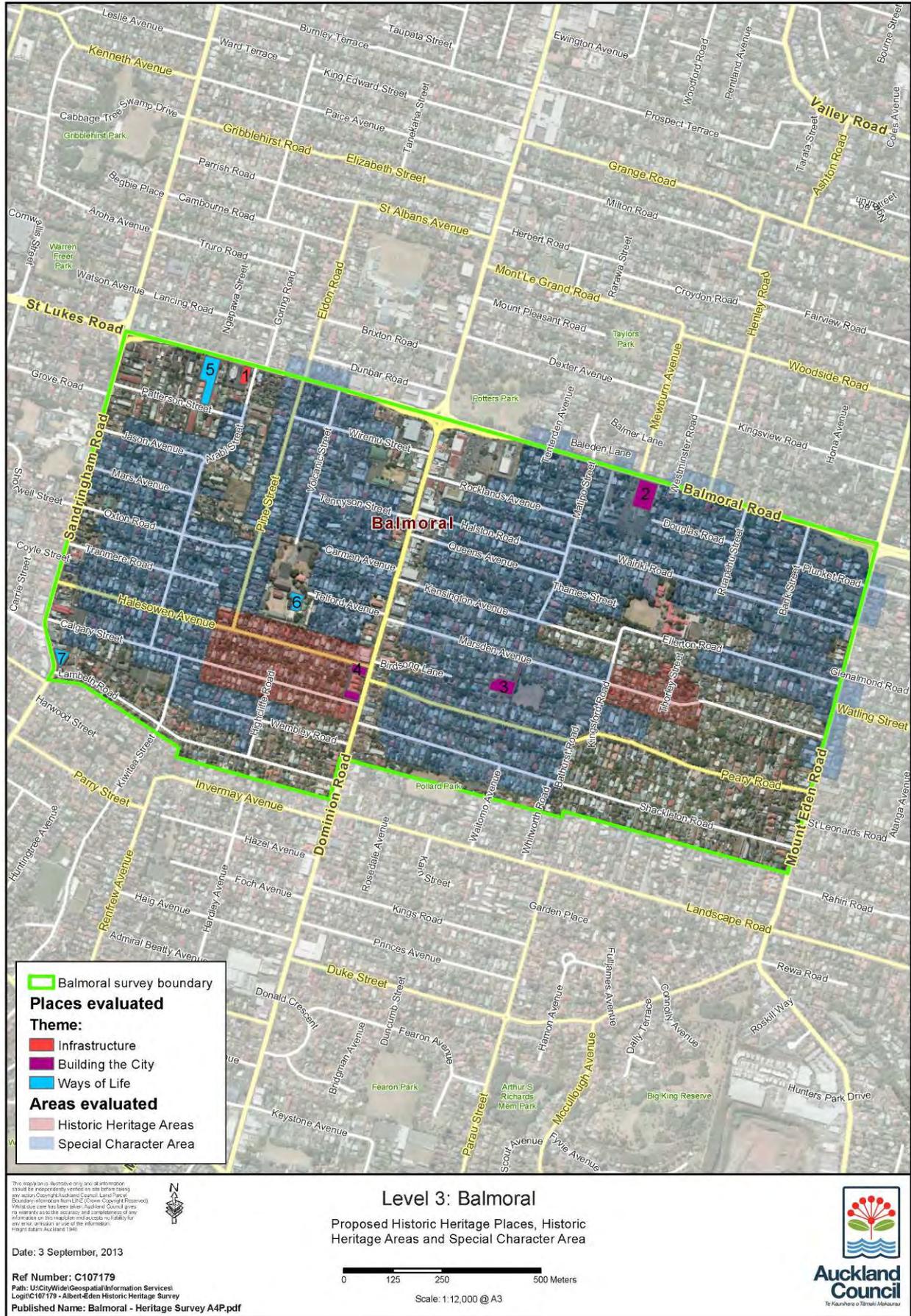
3.3.2 Special Character

The key requirement of this module was the evaluation of areas for the purpose of a Special Character Overlay.

In the Balmoral survey area, there are currently **four** Special Character Areas: two residential and two business. These areas consist of:

- Parts of Marsden Avenue, Kingsford Avenue and Thorley Street
- Parts of Lambeth Road and Kiwitea Street (the latter is largely outside the survey boundary)
- Balmoral town centre
- Sandringham town centre

Figure 6: Balmoral proposed historic heritage places, historic heritage areas and special character area



Following desktop research and fieldwork, **one** large area (split into east and west) was evaluated as a Special Character Area.

Table 9: Level 3 special character area evaluated

Map ref.	Photo	Name and location	Relationship to thematic framework	Known values
SCA		<p>Balmoral Tram Suburb</p> <p>Area south of Balmoral Road, between Sandringham, Dominion, and Mount Eden Roads</p>	<p>Building the City</p> <ul style="list-style-type: none"> - Residential development <p>Infrastructure</p> <ul style="list-style-type: none"> - Tram network 	A, C

The Balmoral Tram Suburb Special Character Area was determined to have historical and physical attributes values as a representative example of the ‘tram suburb’ development pattern, illustrating the expansion of the Auckland tram network and associated residential construction booms during the inter-war period. The map in Figure 6 shows the Special Character Area boundaries.

The area’s period of significance is 1880-1940. Of the 1290 buildings within the Special Character Area boundary, approximately 80% contribute to the character, important themes and period of significance of the area as either ‘Character Defining’ or ‘Character Supporting’ places.

The draft Heritage Assessment for the Special Character Area undertaken as part of the level 3 Balmoral survey is included in Appendix 3d of this report.

3.3.3 Issues Mapping

This section provides a SWOT analysis of the Balmoral level 3 survey area and places evaluated. It further identifies gaps in existing information and management recommendations. The analysis, gaps and recommendations are included in Appendix 3e.

4.0 RECOMMENDATIONS

This section provides recommendations largely based on the key survey outputs and the issues mapping sections of this report (Appendices 1f, 2d and 3e).

Table 10 on the following page lists the project recommendations according to timeframe (short-term to long-term), but are not necessarily in order of priority.

Table 10: Recommendations

No.	Timeframe	Recommendation
1	Short-term	Present the findings of this report to the AELB to provide them with the opportunity to identify gaps in knowledge and make decisions around future survey work.
2	Short-term	Formally adopt the findings of the surveys through appropriate processes.
3	Short-term	Update the CHI with the information recorded for each place of interest included in the findings of all three survey levels (particularly the Level 2 and 3 study lists).
4	Short-term	Undertake a brief photographic inventory for each place within the Balmoral Tram Suburb Special Character Area to supplement the evaluation and provide a 'moment-in-time' record in addition to a baseline of information for monitoring. Note this will be a time and labour-intensive task.
5	Short-term	Undertake an evaluation in coordination with Mana Whenua of Te Roto a Rangi, the place identified as having value to Mana Whenua.
6	Short-term	Organise the review of this report and survey findings by archaeology and natural heritage in order to assist with the scoping of archaeological, geological and natural heritage focussed survey modules to identify <i>potential</i> places and features of significance within the AELB area.
7	Short-term	Scope future surveys within the AELB area based on the recommendations set out in the Sub-area Prioritisation document (Appendix 1f) and summarised in section 3.1.7 (page 17) of this report.
8	Medium-term (ongoing)	Encourage new development to integrate heritage places and to utilise the history of the community as a driver for good design. The identity and character of each place should be respected and authentically and meaningfully incorporated into new development.
9	Medium-term	Encourage the creation of a 'local list' of places of interest to the community that could be maintained by the Local Board.
10	Medium-term	Review the existing <i>Traditional Town Centre</i> design guidelines to ensure they are still applicable within the new Unitary Plan framework.
11	Medium-term (ongoing)	Establish an on-going programme of consultation with Tangata Whenua to identify their cultural landscapes, ancestral relationships, and aspirations for the wider Manukau/Tamaki Makaurau district.
12	Medium-term (ongoing)	Initiate an on-going programme of consultation with Tangata Whenua in regard to the production of the Albert-Eden Area Plan, in particular the development and refinement of the plan's Maori cultural heritage provisions and initiatives.
13	Medium-term	Consult with Tangata Whenua to plan practical on-going partnerships and initiatives that will give effect to the protection, management and advocacy of sites and places of significance to Mana Whenua.
14	Medium-term (ongoing)	Undertake wider research on key themes associated with the AEHS area to establish how these themes feature in a broader regional context. For example, state house development.

No.	Timeframe	Recommendation
15	Medium-term	Support the preparation of guidelines (non-statutory controls) to assist property owners with appropriate maintenance and repair, conservation and adaptive re-use of heritage buildings. These could take the form of a Repairs and Design Guides.
16	Medium-term (ongoing)	Engage in ongoing consultation with Tangata Whenua to achieve recognition and appropriate use of the traditional Maori place names of Albert-Eden.
17	Medium-term	Consult iwi for continued involvement in the process of actively promoting the restoration of ecological corridors and the enhancement of indigenous biodiversity, together with defining specific place-based cultural and environmental enhancement projects.
18	Medium-term	Encourage and incentivise continued and appropriate use and maintenance of heritage places through a range of regulatory and financial methods.
19	Medium-term	Work with the Local Board, local community groups, external stakeholders and Mana Whenua to undertake new initiatives that promote and celebrate heritage. For example, a further heritage walk brochure could be considered for the Unitec campus, focussing on the historic buildings associated with the former Carrington Hospital.
20	Long-term	Work directly with the Local Board, local community groups, external stakeholders and Mana Whenua to integrate interpretation of significant heritage places and areas to reinforce understanding.

REFERENCES

A full list of references relevant to each aspect of the project is included in the individual documents included in the Appendices of this report.

Auckland Council, 2012, *Auckland Plan*, Auckland: Auckland Council

Auckland Council, October 2012, *Historic Heritage Area Assessments: Draft Interim Guidance*, Auckland: Auckland Council

Cultural Heritage Inventory, accessed February – September 2013 (electronic source)

APPENDICES

Appendix 1: Level 1 survey outputs

- 1a** Historic Context Statement
- 1b** Timeline
- 1c** Historic Heritage and Special Character: Existing historic heritage places and special character areas
- 1d** Mana Whenua Values: Report
- 1e** Community Values: Places of Interest to the Community
- 1f** Issues Mapping
- 1g** Sub-Area Prioritisation

Appendix 2: Level 2 survey outputs

- 2a** Historic Heritage: Existing Historic Heritage Places
- 2b** Historic Heritage and Special Character: Mount Eden Road places of interest
- 2c** Historic Heritage and Special Character: Point Chevalier places of interest
- 2d** Issues Mapping

Appendix 3: Level 3 survey outputs

- 3a** Historic Heritage: Existing historic heritage places
- 3b** Historic Heritage: Balmoral places of interest
- 3c** Historic Heritage: Heritage Assessments
- 3d** Special Character: Special Character Area Assessment
- 3e** Issues Mapping

Albert-Eden Heritage Survey

Appendix 1: Level 1 Survey Outputs

September 2013

**Auckland
Council**
Te Kaitiaki o Tāmaki Makaurau

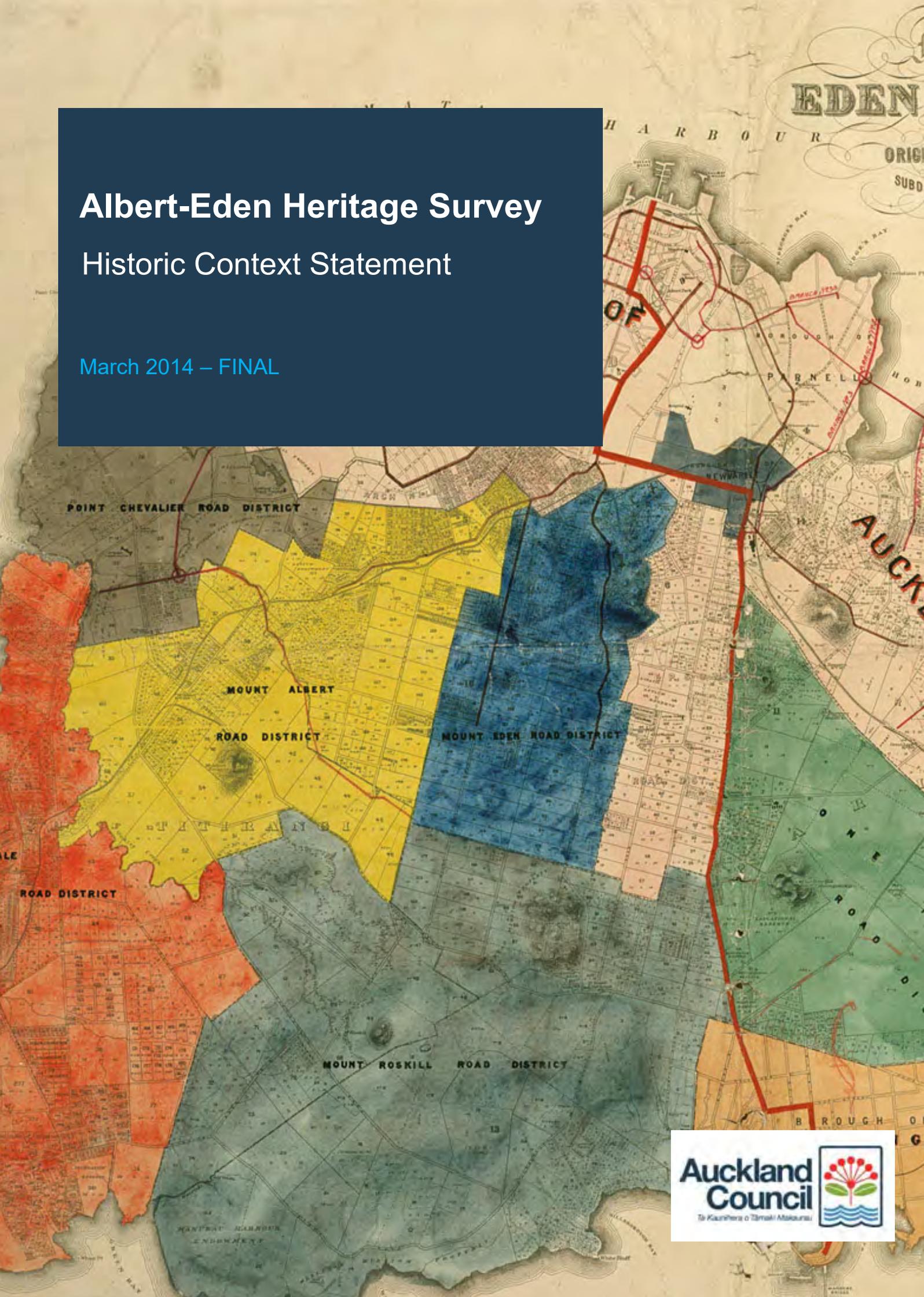


THIS PAGE INTENTIONALLY LEFT BLANK

Albert-Eden Heritage Survey

Historic Context Statement

March 2014 – FINAL



Cover image: “Map of Eden County (Auckland City), with annotations colouring different areas and showing sewerage pipelines.” (Circa 1914). Sir George Grey Special Collections, Auckland Libraries, NZ Map 4661.

Recommended citation:

Auckland Council Heritage Unit, (March 2014). *Albert-Eden Heritage Survey: Historic Context Statement*. Auckland Council.

© 2014 Auckland Council

This publication is provided strictly subject to Auckland Council's copyright and other intellectual property rights (if any) in the publication. Users of the publication may only access, reproduce and use the publication, in a secure digital medium or hard copy, for responsible genuine non-commercial purposes relating to personal, public service or educational purposes, provided that the publication is only ever accurately reproduced and proper attribution of its source, publication date and authorship is attached to any use or reproduction. This publication must not be used in any way for any commercial purpose without the prior written consent of Auckland Council. Auckland Council does not give any warranty whatsoever, including without limitation, as to the availability, accuracy, completeness, currency or reliability of the information or data (including third party data) made available via the publication and expressly disclaim (to the maximum extent permitted in law) all liability for any damage or loss resulting from your use of, or reliance on the publication or the information and data provided via the publication. The publication, information, and data contained within it are provided on an "as is" basis.

ALBERT-EDEN HERITAGE SURVEY HISTORIC CONTEXT STATEMENT

Introduction.....	3
Chapter 1: Land and People.....	6
1.1 Geology.....	7
1.2 Natural Resources.....	11
1.3 Mana Whenua.....	14
1.4 People & Settlement Patterns.....	20
Chapter 2: Government.....	21
2.1 Local Government.....	21
2.1.1 Establishing Municipal Government (1840-1871).....	21
2.1.2 Highway Districts (1862-1930).....	22
2.1.3 Suburban Boroughs (1906-1989).....	24
2.1.4 Amalgamation (1915-1927).....	26
2.1.5 Shift towards Regional Government (1989-present).....	27
2.2 Public Services & Facilities.....	28
2.2.1 Post Offices.....	28
2.2.2 Fire Service.....	30
2.2.3 Police Service.....	31
2.2.4 Public Libraries.....	33
2.2 Defence.....	35
2.3 Justice.....	37
2.3.1 Mount Eden Prison.....	37
2.4 Healthcare.....	39
2.4.1 Auckland Lunatic Asylum / Carrington Hospital.....	39
2.4.2 Greenlane Hospital.....	40
2.4.3 Private Hospitals.....	42
Chapter 3: Infrastructure.....	43
3.1 Transportation.....	43
3.1.1 Roads.....	43
3.1.2 Railroads.....	47
3.1.3 Trams.....	48
3.1.4 Buses.....	54
3.2 Utilities.....	55
3.2.1 Water Supply.....	55
3.2.2 Drainage, Sewerage & Rubbish.....	56
3.2.3 Power.....	59
Chapter 4: Building the City.....	64
4.1 Settlement Patterns.....	64
4.1.1 Māori Settlement.....	64
4.1.2 Subdivision and the Advance of Residential Development (1840-1870).....	67
4.1.3 Victorian-era Suburban Development (1870-1900).....	69
4.1.4 Edwardian-era Suburban Development (1901-1919).....	72
4.1.5 Interwar Suburban Development (1920-1939).....	74

4.1.6 World War II & Postwar Suburban Development (1940-1965).....	77
4.1.7 Modern Suburban Development (1966-present)	82
4.2 Residential Architecture.....	83
4.2.1 Villas	84
4.2.2 Transitional Villas	85
4.3.3 Bungalows	86
4.3.4 Twentieth Century Eclectic Styles	87
4.3.5 State Houses	88
4.3 Commercial Development	89
4.3.1 Commercial Architecture	92
4.4 Public Spaces.....	94
4.4.1 Volcanic Cones	94
4.4.2 Parks.....	94
Chapter 5: Work	97
5.1 Agriculture	97
5.1.1 Māori Agriculture	97
5.1.2 European Agriculture	97
5.2 Industry	100
5.2.1 Quarrying	100
5.2.2 Milling.....	102
5.2.3 Manufacturing	103
Chapter 6: Ways of Life	106
6.1 Religion	106
6.1.1 Anglican Church.....	106
6.1.2 Methodist Church.....	108
6.1.3 Presbyterian Church	110
6.1.4 Catholic Church	111
6.1.5 Baptist Church	113
6.1.6 Other Denominations	114
6.2 Education	115
6.2.1 Primary Education.....	115
6.2.2 Secondary Education	118
6.2.3 Private Schools	119
6.3 Entertainment and Public Halls.....	121
6.3.1 Public Halls	121
6.3.2 Cinemas.....	122
6.4 Sport and Recreation.....	127
6.4.1 Tennis and Bowling Clubs.....	127
6.4.2 Eden Park	130
6.4.3 Alexandra Park	131
6.4.4 Other Sports.....	131
6.5 Community Organisations	134
6.6 Remembering the Past.....	134
Bibliography	138
Appendix 1: Heritage Themes Mapping (2008)	145

INTRODUCTION

This *Albert-Eden Historic Context Statement* was prepared by the Auckland Council Heritage Unit at the request of the Albert-Eden Local Board. This document is one component of the Albert-Eden Heritage Survey (AEHS), a survey project that falls under the broader umbrella of the Auckland Heritage Survey programme to identify, understand and manage heritage throughout Auckland. A complete description of the AEHS can be found in the Albert-Eden Heritage Survey Report (dated September 2013).

The AEHS was guided by the methodology set out in *Historic Heritage Area Assessments: Draft Interim Guidance* (October 2012), a practical tool utilised to improve the identification, understanding and management of heritage in defined areas. The *Albert-Eden Historic Context Statement* satisfies the Historical and Thematic Overview module of this guidance.

The primary goal of this work was to provide preliminary information about the forces that shaped the built environment within the Albert-Eden Local Board area. The document includes a narrative discussing important themes, time periods and associated property types. By taking this type of thematic approach, the *Albert-Eden Historic Context Statement* can be used as a predictive tool to understand and identify potential historic heritage places in the future, and to help the Local Board make informed and holistic decisions about heritage.

Where possible, places referenced in this document that are included in the *Schedule of Significant Historic Heritage Places* in Appendix 9.1 of the Proposed Auckland Unitary Plan (notified version, 30 September 2013) are identified with a UID number in brackets. Buildings are assumed to be extant unless otherwise noted.

Summary of Significant Themes

The *Albert-Eden Historic Context Statement* adopts a thematic approach to presenting the historical development of the Local Board area, and is organised according to the following themes:

- **Land and People:** The geology and natural environment of the Albert-Eden Local Board area is explored in this theme. The Local Board's volcanic past is especially notable, with three volcanic cones, lava caves, fertile alluvial soil, and abundant scoria all playing a role in the settlement of the area. The rich natural resources of the area are also noted here. *Potential heritage places associated with this theme may include archaeological sites (particularly those associated with pre-1900 human activity), sites of significance to mana whenua, parks and reserves with significant ecological values, and significant geological features.*
- **Government:** This theme chronicles the development of local government in the Albert-Eden Local Board area, which evolved from a series of Highway Districts to independent Boroughs that were ultimately amalgamated into Auckland City. Understanding the governance structure is essential to understanding the evolution of the area as a whole, as it underscores the subdivision of land and provision of municipal services. The development of fire, police, and healthcare services are also discussed under this theme. *Potential heritage places associated with this theme*

may include former Borough Council Offices, fire stations, police stations, post offices, hospitals, and Mount Eden Prison.

- **Infrastructure:** This theme follows the expansion of infrastructure and public utilities throughout the Local Board area. Public transportation was essential: horse-drawn buses and railroads facilitated growth, but it was the expansion of the electric tram suburb that had the most profound effect on the built form of the Albert-Eden Local Board area. The development and reticulation of utilities—water, power, drainage, sewerage, and rubbish—are also important because they highlight how the area’s needs changed as it became increasingly urbanised. *Potential heritage places associated with this theme may include road cuts or other evidence of early roadway engineering, early gas or electric light standards, electrical substations, pump houses, toll booths, railway stations, tram poles and tracks, toilet blocks, and rolling stock.*
- **Building the City:** The key topic within this theme is the progressive residential subdivision of the Local Board area following the expansion of the public transportation network. This development can be divided into seven broad periods: Māori Settlement, Early subdivisions (1840-1870), Victorian era (1870-1900), Edwardian era (1901-1919), Interwar period (1920-1939), World War II & Postwar era (1940-1965), and Modern (1966-present). The development of the Local Board’s town centres—small commercial shopping precincts along busy transport routes—is also explored under this theme. Residential and commercial architecture in the Albert-Eden Local Board area follows general Auckland and New Zealand trends, but this section summarises key architectural styles as they apply within the Local Board area. *Potential heritage places associated with this theme may include groups of residences from a particular period, town centres with strong physical cohesion and contextual values, and individual buildings that exemplify a particular architectural style or the work of a prominent architect.*
- **Work:** This theme discusses the various industries that were found in the Albert-Eden Local Board area, including agriculture, quarrying, milling, and manufacturing. *Potential heritage places associated with this theme may include early factories, quarry sites, road cuts, boundary walls, or farmhouses.*
- **Ways of Life:** The focus of this theme is the community-building activities and sites that developed in conjunction with the suburbanisation of the Albert-Eden Local Board area. Schools, churches, and community centres developed to provide for the needs of the residents, generally following the transport routes that supported the growing population. *Potential heritage places associated with this theme may include churches, schools, theatres, community centres, sporting facilities, parks, and war memorials.*

Authorship

This Historic Context Statement was prepared by the following interdisciplinary team working for, and on behalf of Auckland Council's Heritage Unit between February 2013 and March 2014:

Carolyn O'Neil (Project Lead), Heritage Consultant
Rebecca Fogel, Built Heritage Specialist
Katharine Sheldon, Specialist Built Heritage
Tony Barnes, Principal Heritage Advisor North
Anna Boyer, Heritage Information Advisor
Cara Francesco, Principal Specialist Built Heritage (Peer Reviewer)

A brief preliminary summary of Māori ancestral relationships within the Albert-Eden Local Board area is contained in a separate report prepared by Graeme Murdoch (30 June 2013). This preliminary summary is intended to provide historical and cultural context for on-going consultation with Mana Whenua in relation to the identification, management and advocacy of their taonga in the Albert-Eden Local Board area.

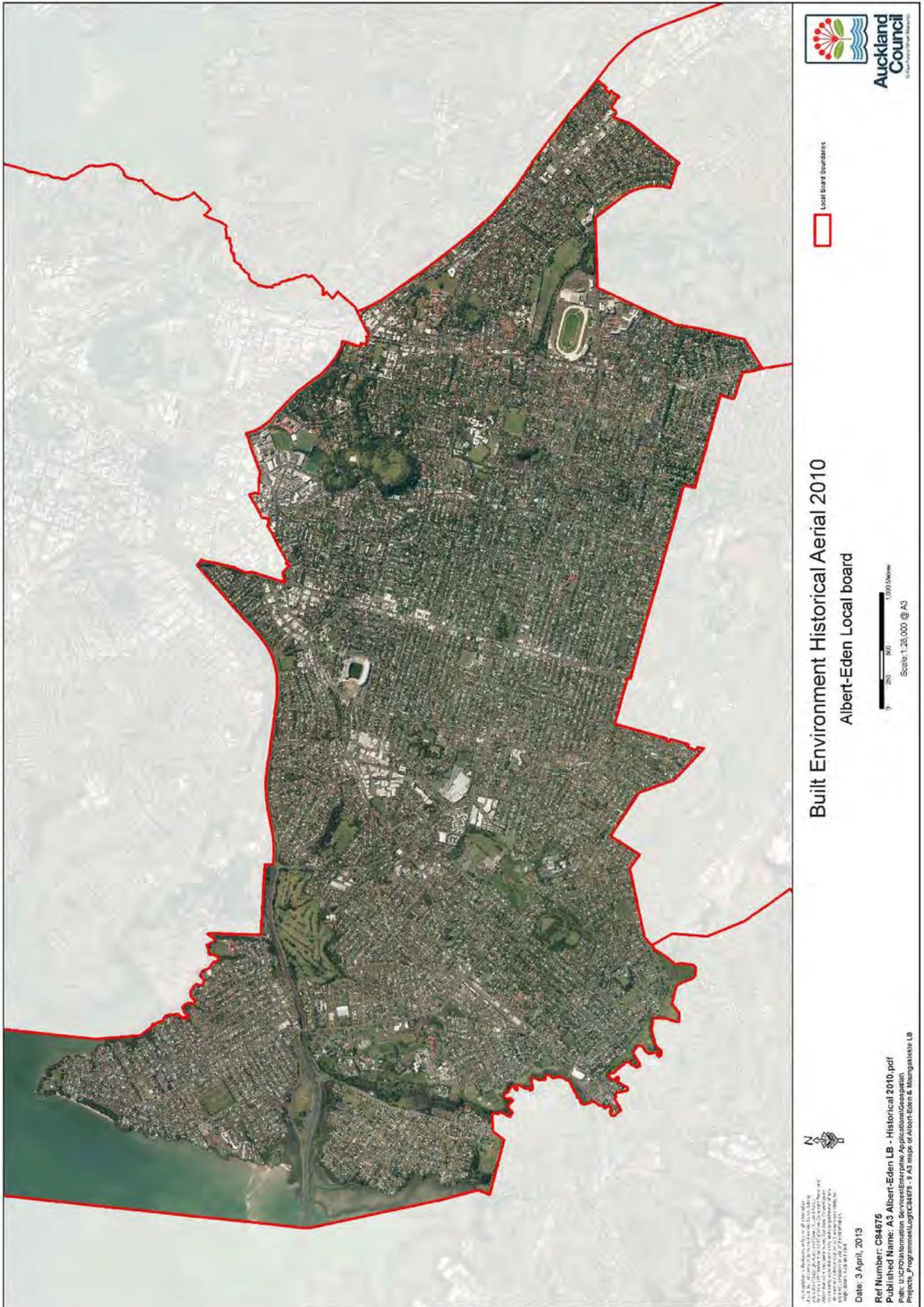


Figure 1. Map of Albert-Eden Local Board Area, 2010

CHAPTER 1: LAND AND PEOPLE

The geology and natural environment of the Albert-Eden Local Board area is explored in this theme. The Local Board's volcanic past is especially notable, with three volcanic cones, lava caves, fertile alluvial soil, and abundant scoria all playing an important role in the settlement of the area. The rich natural resources of the area are also noted here, as the environment provided Māori and early European settlers with fish, shellfish, birds, fresh water, and other resources from the sea and surrounding land.

Potential heritage places associated with this theme may include archaeological sites (particularly those associated with pre-1900 human activity), sites of significance to mana whenua, parks and reserves with significant ecological values, and significant geological features.

1.1 Geology

The landscape of Tāmaki Makaurau (Auckland isthmus) is dominated by 48 volcanic cones, with the city of Auckland itself having been built over the extensive basaltic lava field that originated from these volcanoes.^{1 2} These geologic foundations later became key factors in determining how and where land in the area was developed and settled throughout its history of human occupation. The largest and most extensive of these flows erupted from Maungakiekie (One Tree Hill) and Maungawhau (Mount Eden), two of the most significant cones on the isthmus. The volcanoes at Te Tatua a Riukiuta (Three Kings), Puketāpapa (Mount Roskill), Ōwairaka (Mount Albert), and Titikopuke (Mount St John) also had a significant impact on the area's underlying geology.³

Visible from most vantage points throughout the area, the volcanic cones have influenced the physical form of the area as they are its dominant features and provide focal points for the surrounding landscape. This, in turn, has created a distinct landscape structure and identity that characterises much of the Albert-Eden Local Board area.⁴ The volcanic cones further affected the land given that their eruptions created excellent alluvial soil, which facilitated the development of farmland in areas such as Mount Eden, Epsom, and One Tree Hill.⁵ In some instances, the volcanic flows also blocked waterways throughout the area, leading to the development of swampy areas around Oakley Creek and Puketāpapa.⁶ This resulted in resource-rich environments that were highly utilised by Māori and later European settlers for various hunting and gathering activities.⁷

¹ Les Kermode, *Geology of the Auckland Urban Area*, (Lower Hutt, New Zealand: Institute of Geological and Nuclear Sciences Ltd, 1992), 5.

² Jade Reidy, *Not Just Passing Through: The Making of Mt Roskill* (Auckland: Auckland City Council, 2007), 13.

³ Bruce W. Hayward, Graeme Murdoch, and Gordon Maitland, *Volcanoes of Auckland: the Essential Guide* (Auckland: Auckland University Press, 2011), 131.

⁴ Boffa Miskell Ltd., "Auckland Isthmus: Heritage Themes Mapping" (prepared for Auckland City Council, 29 October 2008).

⁵ Ibid.

⁶ Reidy, 17.

⁷ Reidy, 13.

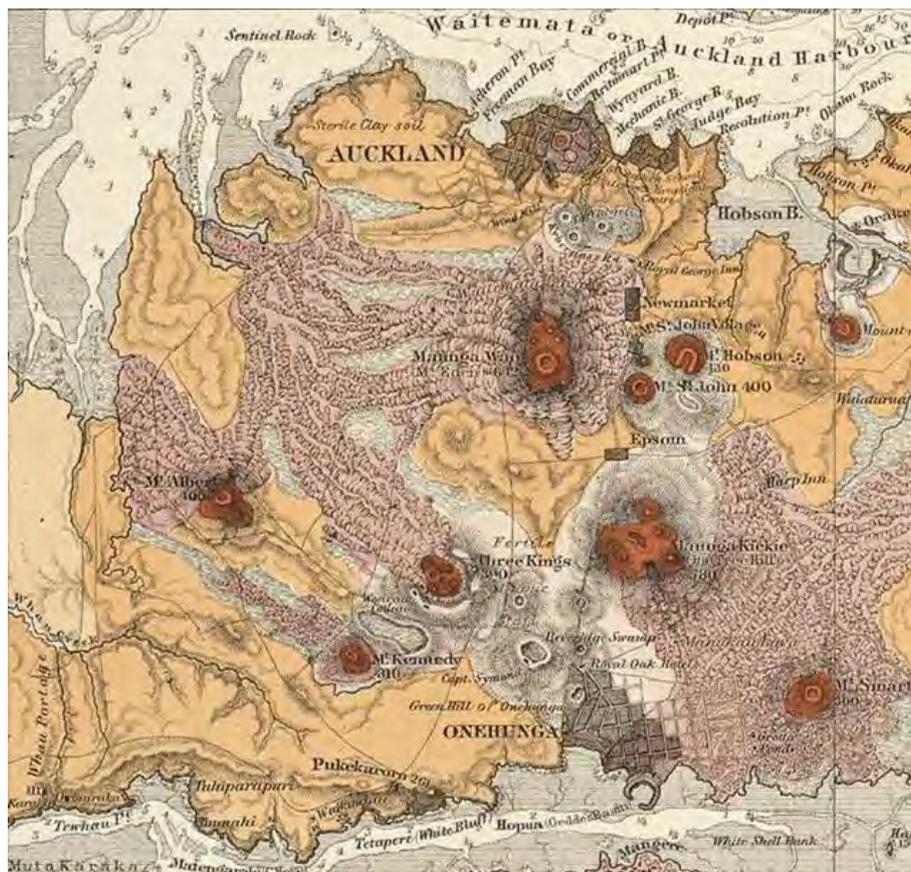


Figure 2. Details of the well-known 1859 map of the Auckland volcanic field.

“The isthmus of Auckland with its extinct volcanoes by Dr Ferdinand von Hochstetter 1859.”

Sir George Grey Special Collections, Auckland Libraries, NZ Map 5694b.

The hard volcanic rock also informed the layout of the streets within the area. For instance, the “undulation” of Dominion Road “along its length clearly indicates the location of these flows, which can clearly be seen where the road has cut through, revealing the basalt face in places.”⁸ Similarly, Sandringham and Mount Eden Roads traverse some of the major lava flows from Maungawhau and Te Tatu a Riukiuta.

The geologic underpinnings of the Local Board area are further reflected in the extensive use of basaltic rock for building boundary walls throughout the area, and by the common practice of developing the tops of rock outcroppings. Places along Peary Road in the Balmoral neighbourhood are a particularly good example of buildings constructed on top of rocky outcrops or elevated buildings that respond to the underlying topography of the area. Many properties on Peary Road demonstrate this, as do several other locations in Balmoral such as Halston Road, Ellerton Road, Shackleton Road, and Dominion Road.

⁸ Matthews & Matthews Architects Ltd. et al., *Balmoral Shopping Centre: Character Heritage Study*, (prepared for Auckland City Council, November 2008), 51.



Figure 3. Underlying geology on Peary Road.
Auckland Council, 2013.



Figure 4. House and rock outcrop on Dominion Road.
Auckland Council, 2013.

The formative geologic past of the Auckland region is also demonstrated through the presence of numerous lava caves throughout the area. As described by Jade Reidy in *Not Just Passing Through: The Making of Mt Roskill*:

The caves formed within lava flows when the supply of lava dwindled, draining out of its thin glassy crust of solidified basalt and leaving behind an empty tube. Hot gases usually filled the space between the top of the flowing lava and the cave roof, sometimes remelting the roof, which dripped down, forming lava stalactites...The long tongue of lava that flowed from Three Kings towards the north, down the Meola-Motions valley, created a series of caves each up to 200m in length...Geologist Hochstetter's assistant, James Stewart, surveyed one of the cave complexes, which is named after him, and found four distinct caves in pairs.⁹

In pre-European times, caves such as these were reportedly used to store human remains and other taonga.¹⁰ It is also alleged that the caves were used as hiding places for valuable works of art from The Auckland Museum during World War II, though documentation of that assertion has yet to be found. Today, the entrances to many of these caves are located on private properties, and access to them is quite limited.¹¹ The lava caves in the Albert-Eden Local Board area are likely to be significant as a remnant of the geologic and cultural past of this area. Known caves in the area already scheduled as Outstanding Natural Features include Stewart's Cave in Landscape Road [ONF UID#196], Mortimer Pass Cave [ONF UID#100], Cave of A Thousand Press-Ups [ONF UID#17], Helena Rubenstein and Ratcliffe Caves [ONF UID#42], Scotland's Cave [ONF UID#183], Shackleton Road Caves [ONF UID#184] and Puka Street Grotto [ONF UID#165].

Volcanic cones, lava caves, and other geological features in the Albert-Eden Local Board area may be significant as examples of the area's unique natural heritage. These features may also possess cultural, historical, aesthetic, and contextual values that contribute to a wider cultural landscape.

⁹ Reidy, 16-17.

¹⁰ Ibid.

¹¹ Ibid.

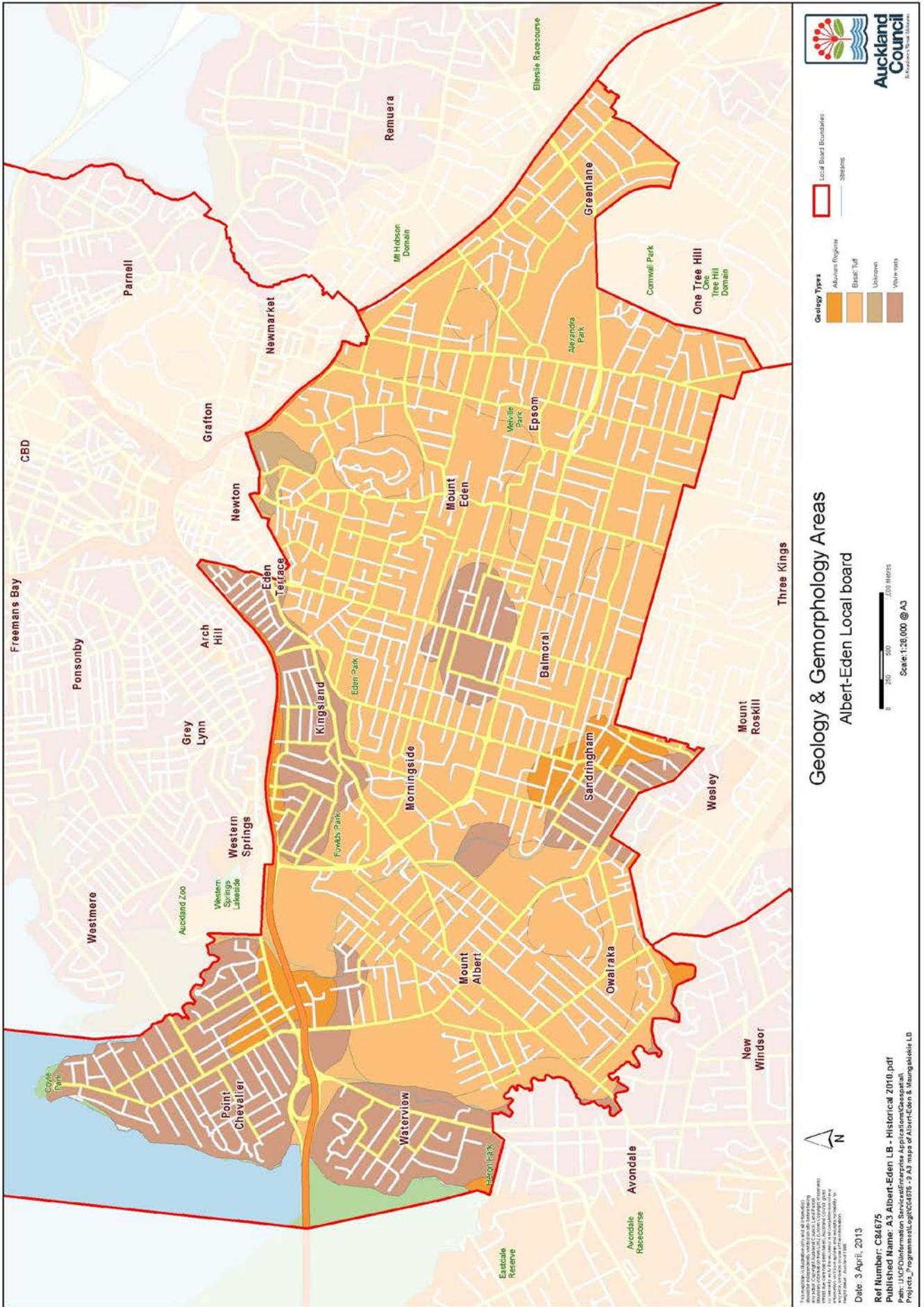


Figure 5. Map of Albert-Eden geology, 2013.

1.2 Natural Resources

The Albert-Eden Local Board area is centrally located within Tāmaki Makaurau, which featured a variety of ecosystems prior to human occupation. The isthmus is known in geological terms as an ‘interior volcanic plateau’, characterised by elevated volcanic features such as scoria cones and basaltic lava flows, as well as associated vegetation and wildlife. Other ecological environments represented in the Albert-Eden Local Board area include subterranean basalt fields (low-lying volcanic basalt fields that create aquifer-fed wetlands) and coastal estuarine terraces (soft sand/clay terraces with exposed coastal cliff faces).¹²

The ecology of the isthmus has been extensively modified and degraded by human development, though. Most of the original ecosystems have been lost from the Albert-Eden local board region, such as the original wetland habitats that were destroyed through the draining of swamplands for agricultural and residential development. The best example of this is the drainage of Sandringham, once known as Cabbage Tree Swamp.¹³

Some areas within the Albert-Eden Local Board area have been designated as “Significant Ecological Areas” in the Proposed Auckland Unitary Plan to conserve their natural heritage values, while a few local parks still reflect this theme. For example, Withiel Thomas Reserve [SEA_T_6207], a two-acre park on the lower slopes of Maungawhau, is the best remaining example a forested lava field ecosystem. It was originally the backyard of academic and botanist Sir Algernon Phillips Withiel Thomas, who carefully preserved the native bush from the 1890s until his death in 1937 when the land was donated to Auckland City Council.¹⁴ Coyle Park [SEA_T_6118] and other places along the coast of Point Chevalier still exemplify the coastal terrace ecosystem, with soft cliff faces and coastal edge forests that provide a habitat for wildlife.

Although the landscape has since been altered, the abundant natural resources of Tāmaki Makaurau have been well utilised throughout the area’s history of human occupation. As a result of this abundance, the isthmus has been a densely populated and highly contested area throughout its history.¹⁵ A study done by the Auckland Council in 1976, *Auckland’s Historical Background*, described the resource-rich Tāmaki Makaurau in these terms:

“Tāmaki-makau-rau was the cradle of three sources of wealth in the subsistence economy of the ancient Māori. The soils and climate were admirably suitable for cropping, providing care was taken to conserve the fertility of the soil. Harbours on either side of the isthmus and the tidal variation between them enabled the Māori to gather shell fish of one kind or another at virtually any time of the day from extensive beds available. The harbours also provided excellent fishing grounds and supplies of wading fowl such as godwit.”¹⁶

The volcanic landscape and temperate climate in much of the One Tree Hill, Mount Eden, and Epsom areas was attractive to Māori and early European settlers because the soil was

¹² Boffa Miskell Ltd, “Auckland Isthmus: Heritage Themes Mapping.”

¹³ Ibid.

¹⁴ Graham Bush, ed., *The History of Epsom* (Auckland: Epsom & Eden District Historical Society, Inc., 2006), 395.

¹⁵ Heather Bassett and Richard Kay, “Maori Occupation of Land Within the Boundaries of Auckland City Council 1800-1940. An Historical report for the Auckland City Council,” (prepared for Auckland City Council, 1997), 8.

¹⁶ B. Duder, J. Winstone, and T.J. Warren, *Auckland’s Historical Background: It’s Relation to Central City Planning* (Auckland: Auckland City Council, 1976), 13.

rich in nutrients and very fertile. These conditions were perfect for Māori agriculture, namely growing and storing kumara. Much use was also made of plant materials such as flax and the stalks of the whau, a small shrub after which Maungawhau (Mount Eden) takes its name. The corky stems of this plant were used to make floats and fishing nets.¹⁷ Early European settlers also farmed the fertile slopes of the volcanic cones. Wheat was grown extensively in the area throughout the 1850s, and one observer of the period noted that the crops in the area were as impressive as any crops seen in England.¹⁸

The volcanic cones created a layer of rocky lava flow fields, which allowed rain water falling on it to flow under and through cracks in the basalt and emerge in certain places as natural fresh water springs.¹⁹ Springs such as these throughout the Albert-Eden Local Board area served as the fresh water supply in the early years, though more sophisticated water collection systems (reservoirs and pumping stations) were built to support the increasing demand for fresh water as the population grew.²⁰ The water supply is more thoroughly discussed in **Chapter 2: Government**.

Early inhabitants of the Albert-Eden Local Board area also made use of Oakley Creek and its natural spring water for therapeutic, bathing and food supply purposes.²¹ The swampy areas around Oakley Creek were also used by Māori to gather 'native crayfish, eels, weka, flax and raupo... Later, European settlers used the area to "raise ducks and geese, and a good water source for cattle"²². The rich peat swamp of Oakley Creek was also used for colouring piupiu and other clothing materials.²³ Māori inhabitants of the Albert-Eden Local Board area also took advantage of their location between the two harbours to gather resources from the ocean and waterways, as evidenced by extensive middens seen in areas of past habitation, such as the volcanic cones and the Oakley Creek area.

The basalt rock and scoria of the volcanic cones was extensively quarried for use in building the area and evidence of this can be seen in the rock walls that are characteristic features of the area today. Use of this natural resource is covered in more detail in **Chapter 5: Work**.

¹⁷ Brent McAlister, *From Farms to Flats: The History of Land Use in Mount Eden* (Auckland: Mount Eden Borough Council, Town Planning Department, 1983), 2.

¹⁸ Matthews & Matthews Architects Ltd. et al., *Balmoral Shopping Centre: Character Heritage Study*, 12.

¹⁹ Hayward et al., 137-138.

²⁰ Hayward et al., 131.

²¹ Matthews and Matthews Architects Ltd. et al., *Mt Albert Heritage Study* (prepared for Auckland City Council, June 2009), 6.

²² *Ibid.*, 7.

²³ Reidy, 13.

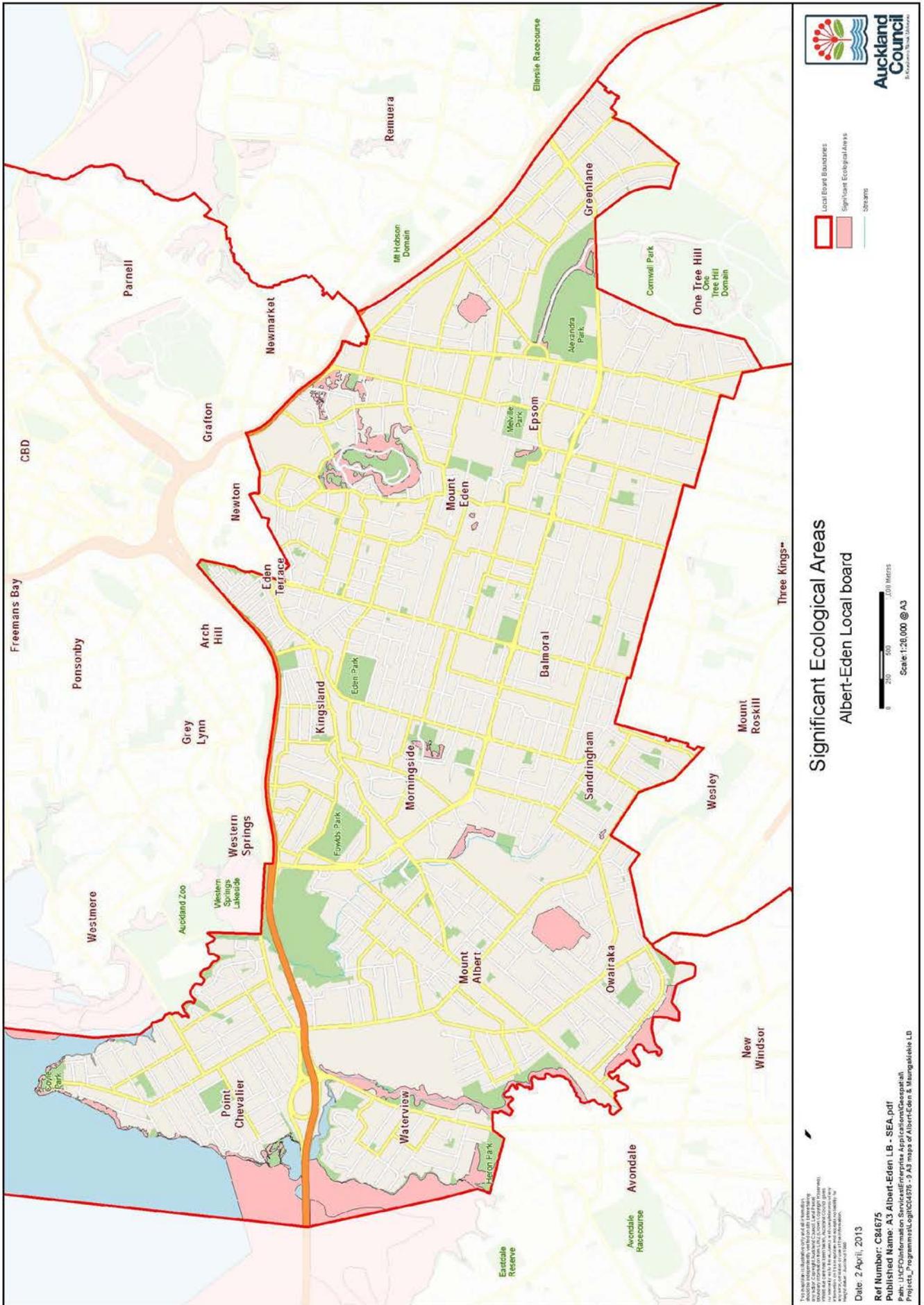


Figure 7. Map of Significant Ecological Areas, 2013.

1.3 Mana Whenua

A definitive history of the Māori occupation of the Tāmaki isthmus has not been written, although a considerable amount of information may be found in D.R. Simmons, *Māori Auckland*, 1987, and R.C.J. Stone's *From Tamaki-Makau-Rau to Auckland*, 2001. A significant body of history, written from various Tāngata Whenua perspectives, is also emerging from iwi management plans and Treaty of Waitangi Claim histories.

Ngāti Whātua Orakei have provided a perspective on the history of the district for the Balmoral & Sandringham Heritage Walks brochure published by the Auckland Council in 2009. This brochure is reproduced on the following pages. A history of the Tāmaki isthmus from the perspective of other iwi, in particular of Te Waiōhūa who occupied the district for many centuries, has yet to be written.

Te toto o te tangata he kai; te oranga o te tangata he whenua

Food provides humans with physical sustenance;
while their spiritual wellbeing comes from the land.

BALMORAL AND SANDRINGHAM→



Balmoral and Sandringham are overlooked by two of Tāmaki's large volcanic cones - Ōairaka-Mt Albert and Maungawhau-Mt Eden.

Along with the other Auckland mountains these are said to result from the efforts of powerful tohunga from Waitākere to destroy a war party from Hunua provoked by the illicit love affair between a girl of their people, Hinemairangi, and Tamaireia of Waitākere. This released the volcanic forces of the earth, controlled by the unborn god child Rā aumoko, restless within the womb of his earth mother Papauānuku.

An alternative explanation for their formation is that the efforts of powerful tohunga threw them off the Waitākere coast to land in Tāmaki.

A further suggestion is that their creation was due to the efforts of Mahuika, goddess of fire who was called upon by Mataaho the giant to warm him.

This history reflects tribal cosmological beliefs and explains the environment Māori ancestors and their descendants have encountered. They link ancestral names and events to landscapes and provide an unbroken association with the formation of Tāmaki Makaurau and its many generations of ongoing human occupation. They also reflect the spiritual nature of the mountains – associated with the actions of the gods themselves and the very body of our earth parent.



Maungawhau (the mountain of the whau plant) is one of Tāmaki's tapu places. Its impressive crater is known as Te Kapua Kai a Mataaho – the food bowl of Mataaho. It was here that ceremonies were held to placate him and prevent the renewed release of the volcanic forces he could influence.

Maungawhau was the pā of Hua Kaiwaka, the grandfather of Kiwi Tāmaki. He consolidated the descendents groups of the Isthmus as indicated by his identification as the 'waka eater', a metaphor for his gathering together tribes and thus bequeathed his successor a united Waiohūa alliance "as numerous as ants".

Te Kawau of Ngati Whatua gifted most of Auckland from the summit of Maungawhau to the Crown to establish Auckland City. He hoped for ongoing prosperity and peace for all people, however his own, soon became landless and nearly annihilated by the modern city. In recent years his descendants have recovered and are active participants in the economic and civic life of Auckland.

BALMORAL AND SANDRINGHAM →



Ōwairaka - Mt Albert prior to quarrying, showing its terracing for occupation and defence. Painted by John Guise Mitford, 1845

ALEXANDER TURNBULL LIBRARY, WELLINGTON, C-089-013

- Originally Ōwairaka - Mt Albert was known as Ōruarangi in honour of the chief Ruarangi. Besieged by his brother Ohomatakamokamo at Ōwairaka Ruarangi and his people fled through the lava cave Te Aratomo a Ruarangi, which some sources claim they actually excavated, emerging near Western Springs. Here they threw rocks into the sea forming a long reef, Te Arawhakapekapeka a Ruarangi, 'the jagged pathway of Ruarangi' – Tokaroa/Meola Reef, that when close enough, enabled them to cross safely to the North Shore. Another early korerō relating to Ōwairaka maunga that introduces its contemporary name involves a woman named Wairaka who lived there. Although she was married to Tamatea o Te Ra, who lived in the volcanic cones of Tāmaki and was a cause of seismic activity, Hauāuru (the West Wind) of Waitākere yearned for her. One day, when Tamatea was away, he sent sweet sounds and words across the isthmus designed to make Wairaka fall in love with him – which she did. They eloped together as far as Westport in Te Wai Pounamu but Tamatea caught up with Wairaka there and she allowed herself to drown in the sea, reappearing as a rock pillar which bears her name today.



View of Cabbage Tree Lake c1907, giving an impression of the landscape and resources available at the northern end of what is now Sandringham Road
255A-29 AUCKLAND CITY LIBRARIES SPECIAL COLLECTIONS

Extensive swampland was once present around Balmoral and Sandringham. Where water ran into underground caverns, known in the colonial era as Cabbage Tree Swamp and today as Gribblehirst and Eden Parks, was known as Ngā Anawai (The Watery Caves). Further wetlands are recalled to the south and west of Fowlds Park in the headwaters of the Waitātiko - creek of the mud snail / Meola Creek. The use of these freshwater bodies and their resources, eg. tuna/eels, by Māori is attested to by associated archaeological sites.

1.4 People & Settlement Patterns

The Albert-Eden Local Board area, particularly the areas in the vicinity of Maungawhau and Maungakiekie, was always a densely populated area, first by Māori and later by European settlers to the area. In the mid-nineteenth century, the area was divided by the Crown into rural tracts, generally around twenty acres in size, which were primarily for agricultural use. Remnants of these early divisions are still visible in the area along the early transport routes and some older properties.

However, as the population began to increase at a rapid pace through the second half of the nineteenth century, the city became more crowded and people began to look for housing in areas less congested and polluted than the central city. The suburbs of the Albert-Eden Local Board area were a desirable option. The first tracts to be subdivided for residential use were those closest to the main transport routes such as Mount Eden and Dominion Road. As transport improved (primarily through the introduction of the electric tram lines), settlement extended further from the city centre, and by World War II, the Albert-Eden Local Board area was largely built out. This progressive suburbanisation occurred in six broad periods: Early subdivisions (1840-1870), Victorian era (1870-1900), Edwardian era (1901-1919), Interwar period (1920-1939), World War II & Postwar era (1940-1965), and Modern (1966-present).

The details of how these settlement patterns influenced the built environment during each of these periods are discussed further in **Chapter 4: Building the City**.

CHAPTER 2: GOVERNMENT

This theme chronicles the development of local government in the Albert-Eden Local Board area, which evolved from a series of Highway Districts to independent Boroughs that were ultimately amalgamated into Auckland City. Understanding the governance structure is essential to understanding the evolution of the area as a whole, as it underscores the subdivision of land and provision of municipal services. The development of fire, police, and healthcare services are also discussed under this theme.

Potential heritage places associated with this theme may include former Borough Council Offices, fire stations, police stations, post offices, libraries, hospitals, and Mount Eden Prison.

2.1 Local Government

2.1.1 Establishing Municipal Government (1840-1871)

Auckland's early years were punctuated by a myriad of short-lived municipal governments. The first attempt was in 1842: the County of Eden was delimited to include most of present-day Auckland from Warkworth to Pukekohe. Within the County of Eden, six parishes were established, with the Albert-Eden Local Board area falling within the "Waitemata" and "Titirangi" parishes. Formation of the county was intended to facilitate subdivision and sale of land, but did not include any practical administrative functions. Although the County of Eden was essentially a survey exercise, it established an important network of boundaries that would define later local government boundaries and still persist today.²⁴

In 1848, the County of Eden was re-divided into six "hundreds" in an attempt to administer pasturing on Crown wastelands (analogous to the English "commons" concept), construct roads, and undertake other public works. The Hundred of Auckland included a majority of the Isthmus, including the present-day Albert-Eden Local Board area, but never really took off.²⁵

The Borough of Auckland was created in 1851, but only lasted a year and did not collect any rates or pass any laws. Under this scheme, Auckland was divided into 14 electoral wards; the Albert-Eden Local Board area straddled "Epsom West Ward" and "Epsom East Ward," with Manukau Road serving as the division between the two.²⁶ This appears to be the first time the name "Epsom" was used in local government.

Auckland was then overseen by a provincial government from 1853 to 1876, whose role was again nominal. A city council for the Auckland Province was established in 1853 that faded after a couple of years. The provincial government lasted until the Abolition of Provinces Act 1876, which changed the structure of local governments across New Zealand.²⁷

In the late 1850s and 1860s, there were several more local attempts to create a viable framework of municipal government for Auckland. The City Board Act of 1863 successfully

²⁴ G.T. Bloomfield, *The Evolution of Local Government Areas in Metropolitan Auckland, 1840-1971* (Auckland: Auckland University Press, 1973), 41.

²⁵ Ibid.

²⁶ Ibid.

²⁷ G.W.A. Bush, "Historical Overview of Auckland Governance" (prepared for the Royal Commission on Auckland Governance, May 2008), 4-5. Accessed at <http://www.parliament.nz/resource/0000075893>.

created the first governing body that was able to provide some basic urban services and collect rates. The City of Auckland was incorporated in 1871, replacing the City Board. The original city limits were bounded by Franklin, Ponsonby, Karangahape Road, Symonds, Grafton and Stanley. All other areas, including the Albert-Eden Local Board area, were outside the original city limits.²⁸

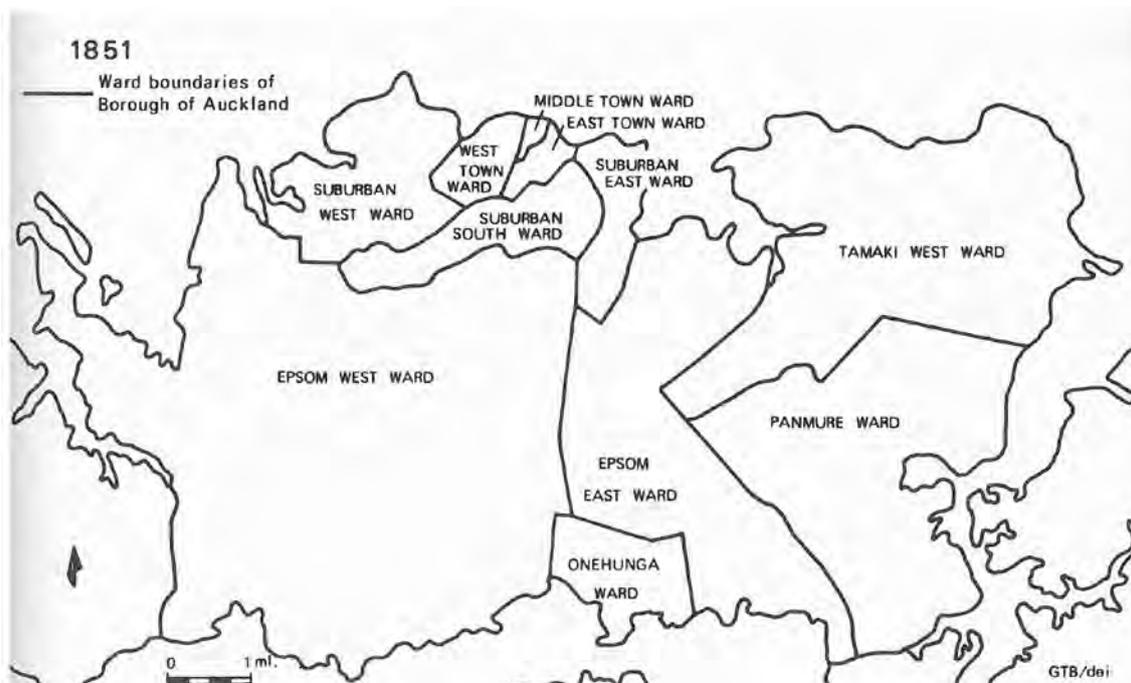


Figure 8. Borough of Auckland, 1851.

Note that some of these early boundaries still persist today.

Map by G.T. Bloomfield, *The Evolution of Local Government Areas in Metropolitan Auckland, 1840-1971* (Auckland: Auckland University Press, 1973), 93.

2.1.2 Highway Districts (1862-1930)

Outside the city centre, highway districts were the only effective form of practical local government in the late nineteenth century. The first legislation to attempt the provision of local services was the Public Roads and Works Ordinance passed in 1845. Theoretically under the ordinance, a board of seven Highway Commissioners was to be elected for each district with the power to make and repair roads and bridges, construct waterworks and sewers, and establish marketplaces, but no such body was created in Auckland at this time.²⁹

The Highways Act of 1862 was the provincial legislation that finally allowed for the creation of Highway Districts, and the election of Highway Boards to oversee operations. Highway Boards were established on the petition of a majority of local residents, which was a problem because the boundaries were arbitrary or irregular, often vestiges of previous organisations. Still, the Highway Boards stuck, and 20 Highway Boards were established on the Isthmus in the 1860s and 1870s; present-day Albert-Eden Local Board area spanned six of these.

- One Tree Hill Highway District – 1863
- Mount Albert Highway District – 1866

²⁸ Bloomfield, 47.

²⁹ *Ibid.*, 41.

- Mount Eden Highway District – 1868
- Whau Highway District – 1868 (later Avondale Road District)
- Point Chevalier Highway District – 1874
- Eden Terrace Highway District – 1875 (created from part of Mount Albert Highway District)
- Epsom Highway District – 1879³⁰

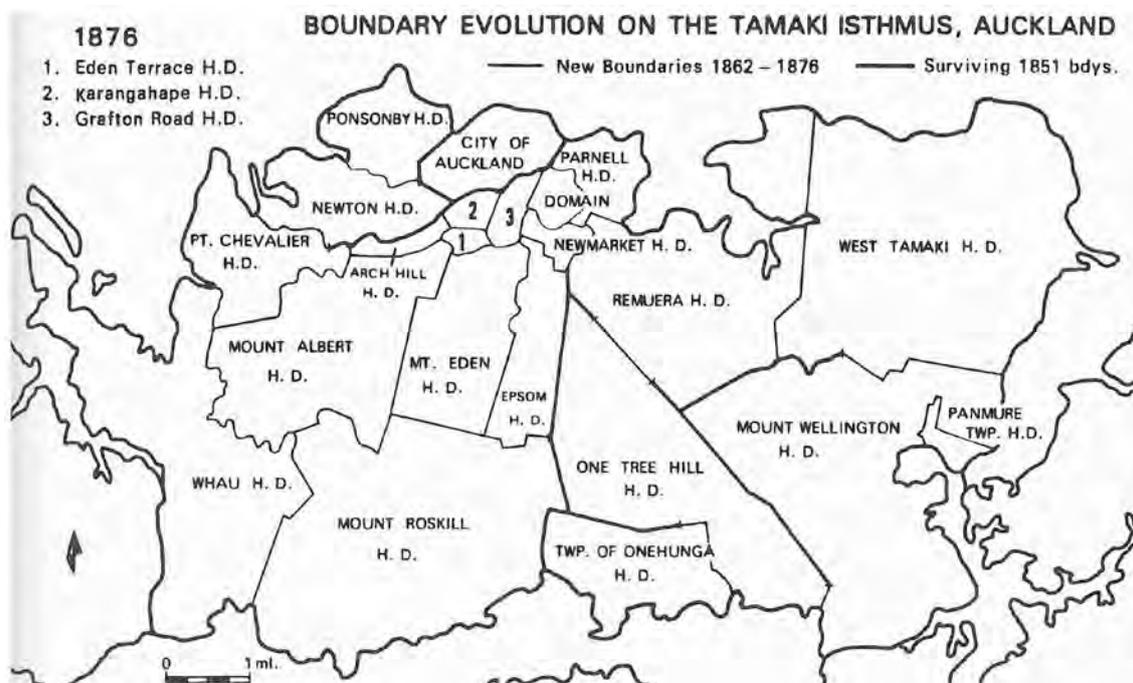


Figure 9. Highway district boundaries, 1876.

Map by G.T. Bloomfield, *The Evolution of Local Government Areas in Metropolitan Auckland, 1840-1971* (Auckland: Auckland University Press, 1973), 93.

In the absence of any other functional government, the Highway Boards were responsible for overseeing all urban services—not limited to roads as their name would suggest. Between 1862 and 1882, these bodies were known as “highway districts.” Following the Road Districts Act of 1882, the terminology was changed to “road districts,” but their function remained the same. The boundaries of these road districts endured through many subsequent administrations, and are still evident today.

The Abolition of Provinces Act of 1876 and the Counties Act of 1876 led to the creation of a new Eden County, much smaller than its predecessors and limited to the Isthmus. The Albert-Eden Local Board area spanned two constituent areas of this new Eden County, “Whau” (including Mount Albert, Whau, Point Chevalier, Mount Roskill Highway Districts) and “Epsom” (including Mount Eden, Epsom, One Tree Hill Highway Districts). Eden County Council met once in January 1877, but failed to vote to approve their own powers and so disappeared.³¹ Because the Eden County Council never materialised, the Highway Boards retained their authority until after the turn of the twentieth century.

As Auckland’s population boomed and the responsibilities of the Road Boards grew, offices were constructed to support the boards’ operations. Additional staff were needed for the

³⁰ Ibid., 122.

³¹ Ibid., 55-57.

administration of municipal duties, so city clerks, engineers, and administrators soon joined the board members. In Mount Albert, the first Road Board office was built in 1901 at Argyle Street and New North Road in Morningside for a cost of £51.³² The Epsom Road Board gathered in a variety of venues, including Epsom Hall, Olesen's Store, and from 1882 to 1917 in the neighbouring Newmarket Road Board's office.³³ In Point Chevalier, the Road Board met in the Northern Hotel during its early years. In 1911-12, a new hall was built at "Hall Corner," which served as a community centre and the Point Chevalier Road Board headquarters for many years (the hall was demolished when Point Chevalier Road was realigned).³⁴ While these early offices are likely to be significant as an example of this theme, it does not appear through this survey that any remain extant today.

2.1.3 Suburban Boroughs (1906-1989)

With the introduction of electric tramways, Auckland rapidly expanded and the present-day Albert-Eden Local Board area soon had a population equal to or greater than Auckland City. Public health was beginning to suffer under the ad-hoc approach to services under the Road Boards, and it was obvious that the Boards needed to upgrade their organisations in order to effectively support this rapid population growth. Responding to this need, the Road Boards became Boroughs in the early twentieth century. The new Boroughs assumed broader powers and were now officially responsible for providing water, power, sewage, and other services while levying rates to pay for these projects. Within the present-day Albert-Eden Local Board area, four Road Boards became Boroughs between 1906 and 1930.

- Mount Eden Borough – 1906
- Mount Albert Borough – 1911
- Avondale Borough – 1922
- One Tree Hill Borough – 1930³⁵

The buildings that best illustrate this period of independent borough governance are the purpose-built borough council headquarters. For example, the Mount Albert Borough Council Chambers at 615 New North Road was designed by architect D.B. Patterson and completed in 1927.³⁶ The council chambers, centrally located along the tram and rail lines, replaced an earlier council office building. The building was sold in 1989 after the Mount Albert Borough Council and Auckland City Council were amalgamated.³⁷ The Mount Eden Borough Council erected their Beaux Arts-style council chambers at the corner of Valley Road and Sherbourne Road in 1912-13, with an expansion in 1940. The building is still extant and is now in use as medical offices [*Category B, UID #01895*].³⁸ In One Tree Hill, the Borough Council offices were located at 276 Manukau Road. The building has undergone numerous alterations and is now in retail use.³⁹

³² Scott, 59.

³³ Bush, *The History of Epsom*, 101.

³⁴ A.H. Walker, *Rangi-Mata-Rau: Pt. Chevalier Centennial, 1861-1961* (Auckland, 1961), 38-40.

³⁵ Bloomfield, 123-129.

³⁶ Scott, 74.

³⁷ Matthews & Matthews Architects Ltd. et al., *Mt Albert Heritage Study* (prepared for Auckland City Council, June 2009), 29.

³⁸ E.C. Franklin, *Mt Eden's First Hundred Years, 1906-1956* (Auckland: Whitcombe & Tombs Ltd., 1956), 50-51.

³⁹ Bush, *The History of Epsom*, 119.



Figure 10. Local government boundaries, 1916.

Note combination of new boroughs and earlier highway districts.

Map by G.T. Bloomfield, *The Evolution of Local Government Areas in Metropolitan Auckland, 1840-1971* (Auckland: Auckland University Press, 1973), 92.



Figure 11. Opening of Mount Albert Borough Council Chambers, 1927.

Dick Scott, *Old Mt. Albert* (Auckland: Southern Cross Books, 1983), 75.



Figure 12. Beaux-Arts style Mount Eden Borough Council Chambers, 1912-13.

E.C. Franklin, *Mt Eden's First Hundred Years, 1906-1956* (Auckland: Whitcombe & Tombs Ltd., 1956), 50.

2.1.5 Shift towards Regional Government (1989-present)

Any Boroughs that were not amalgamated with Auckland City by the 1920s remained independent for most of the twentieth century. In 1989, there was a major restructuring of Auckland City as part of a nation-wide local government reorganisation. Mount Albert Borough, Mount Eden Borough and One Tree Hill Borough were all integrated into Auckland City in 1989.⁴⁴

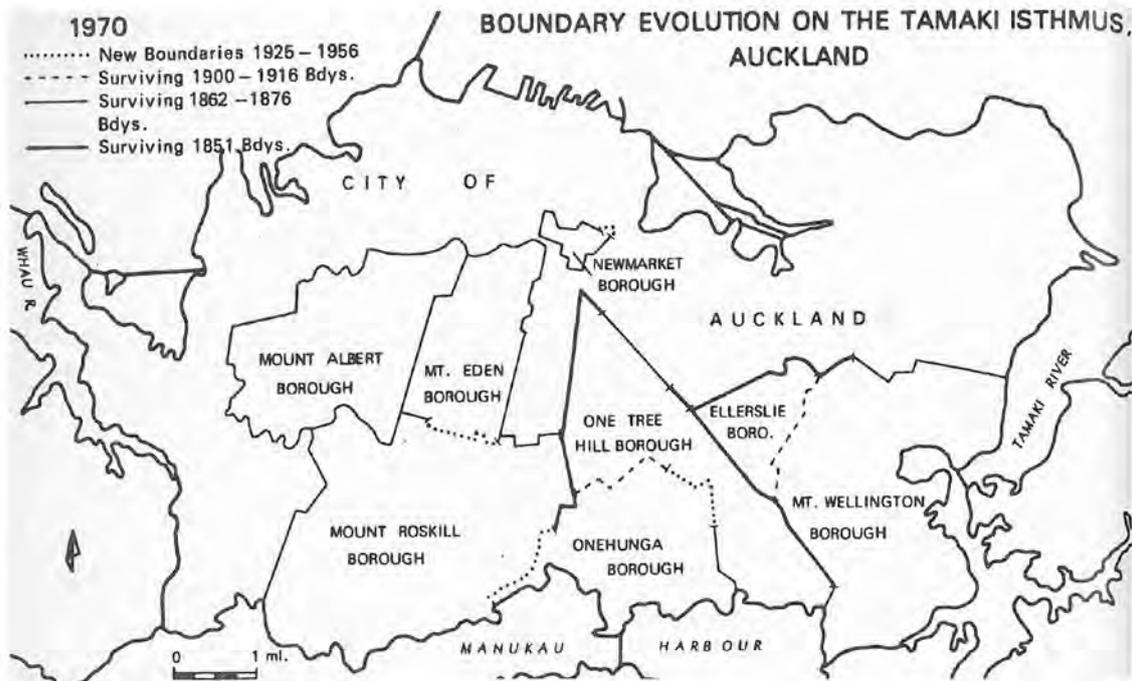


Figure 14. Local government boundaries, 1970.

These boroughs remained independent until 1989.

Map by G.T. Bloomfield, *The Evolution of Local Government Areas in Metropolitan Auckland, 1840-1971* (Auckland: Auckland University Press, 1973), 92.

The current Albert-Eden Local Board was formed when Auckland Council was created in November 2010.

⁴⁴ G.W.A. Bush, *Advance in Order: The Auckland City Council from Centenary to Reorganisation 1971-1989* (Auckland, 1991), 401.

2.2 Public Services & Facilities

As the population of the Albert-Eden Local Board area boomed, ratepayers increasingly demanded public services and facilities from the local governments. These services are a good litmus test, often indicating the extent of suburbanisation at the time. More socially-focused services such as education are discussed under **Chapter 6: Ways of Life**.

2.2.1 Post Offices

The first post offices were housed within local shops (grocers, stationers, dairies, etc.). Each borough within the Albert-Eden Local Board area constructed its own post office in the early twentieth century:

- **Mount Eden Post Office (1909):** 466 Mount Eden Road (still extant, now privately owned). The former Mount Eden Post Office was built in 1909 as Mount Eden's first purpose built Post Office, although a postal bureau had been established as early as 1885. The Post Office building housed a mailroom and public area on the ground floor, with accommodation on the first floor. The building ceased to operate as a post office in 1989, and has been in use as the 'De Post' bar.⁴⁵ Directly behind the former Mount Eden Post Office is the former Post and Telegraph Exchange. The building was built in 1915 and continued operation as a post and telegraph exchange until 1947.⁴⁶
- **Epsom Post Office (1909):** 311 Manukau Road (still extant, now privately owned). Designed by the Public Works Department and built by contractor W. Ball of Devonport in 1909, the Epsom Post Office was substantially altered in 1937-38. It was sold by the New Zealand Post in 1990, and is now used as real estate offices.⁴⁷



Figure 15. Mount Eden Post Office, 2013.
Auckland Council, 2013.



Figure 16. Epsom Post Office, circa 1910
Epsom Post Office, Manukau Road, Auckland. Price, William Archer, 1866-1948 :Collection of post card negatives. Ref: 1/2-001161. Alexander Turnbull Library, Wellington, New Zealand.
<http://natlib.govt.nz/records/22747873>

⁴⁵ Auckland City Council et al., *Maungawhau Heritage Walks*, 13.

⁴⁶ J. Dragicevich, 08/03/2005, *Research Summary 466A Mt Eden Road, Mt Eden* (UID 1072)

⁴⁷ Bush, ed., *The History of Epsom*, 138.



Figure 17. Opening of Kingsland Post Office, 1911

Sir George Grey Special Collections, Auckland Libraries, AWNS-19120321-13-3

- **Mount Albert/Kingsland Post Office (1911):** 478 New North Road (still extant, now privately owned). This building, built in 1911, is typical of the government architect suburban post office type. The design blends Edwardian Classical Revival style and Arts and Crafts elements. The Mount Albert/Kingsland Post Office remained in use until 1989, when it was sold by the New Zealand Post. It is currently in retail use [Category B, UID #01760].⁴⁸
- **Dominion Road Post Office (1910):** 371 Dominion Road (no longer extant). The original Dominion Road Post Office on the corner of King Edward Street was opened on December 13, 1910. Its design was very similar to the Post Offices in Mount Eden Village and in Kingsland, which were designed by the Ministry of Works under the direction of John Campbell. The Dominion Road Post Office was demolished in 1981, as a more substantial post office was needed.⁴⁹
- **Greenwoods Corner Post Office:** The Greenwoods Corner Post Office was housed in a stationer's store from 1915-1949. It moved to a post shop constructed of two army surplus huts from 1949-1964, and was located in a purpose-built office from 1964-1989.⁵⁰

Although the New Zealand Post has abandoned many of its historic post office buildings, some early purpose-built post offices still stand today. These buildings are likely to be significant as examples of early twentieth century architectural styles and as early community centres. Commercial buildings in the town centres that housed early post offices may also have heritage values for their association with the development of postal services in the Albert-Eden Local Board area.

⁴⁸ Kingsland Business Society Inc. *Kingsland Heritage Icons: A Walk Through Kingsland's Past* (July 2011).

⁴⁹ Matthews & Matthews Architects Ltd. et al., *Dominion Road Heritage Study* (prepared for Auckland City Council, October 2007), 65.

⁵⁰ Bush, ed., *The History of Epsom*, 139.

2.2.2 Fire Service

In a city of wooden buildings, fire control was an essential public service. As was common in Auckland's early years, Road Boards and Boroughs were reluctant to finance public utilities such as fire services, so the first fire services were ad-hoc volunteer brigades. The Fire Brigade Act of 1906 was the first legislation aimed at fire protection. It enabled the formal creation of volunteer brigades across the Auckland region, including joint financing by local governments and fire insurance companies.⁵¹ A summary of the major fire stations in the Albert-Eden Local Board area follows:

- **Mount Eden:** Mount Eden's volunteer fire brigade was established in 1889. The Mount Eden Road Board paid the firefighters for their service at fires and provided them with a uniform allowance. Early stations were built on Mount Eden Road (corner Hillside Crescent) and Dominion Road, and fire bells were installed throughout the area. In 1924, a new station was built on Valley Road next to Borough Council offices. It remained in service until 1970 (still extant, now privately owned) [Category B, UID#01895].^{52 53}
- **Mount Albert/Kingsland:** A volunteer fire brigade was established in Mount Albert in 1906, with a small timber fire station and 75-foot bell tower constructed on New North Road to support their operation. According to a 1906 newspaper account, "The station adjoins the tower, and has ample accommodation for hose, reel, ladders, etc., and a comfortable social room for the use of the members of the brigade."⁵⁴ The bell from the fire station was later installed at Mount Albert Grammar School.⁵⁵ In 1925-26, a new "Mount Albert Fire Station" was constructed in Kingsland at 516-518 New North Road, replacing the original 1906 station. This two-storey brick-and-concrete Georgian Revival style building included living quarters for nine firemen and a superintendent. It remained in service until 1974 (still extant, now privately owned).^{56 57 58 59}
- **Epsom:** Fire hydrants were installed in Epsom as early as 1903, but the area did not receive a proper fire department until 1915. From 1907 to 1915, the Newmarket Volunteer Fire Brigade attended Epsom fires, charging for each visit. A twelve-man Epsom Volunteer Fire Brigade was finally established by the Epsom Road Board in 1915 with a station built on Manukau Road midway between Domett and Bracken Avenues (no longer extant).⁶⁰ However, this was short-lived, as the Epsom brigade was disbanded when the Road Board was amalgamated into Auckland City in 1917.⁶¹
- **Greenlane/One Tree Hill:** The Greenlane Fire Brigade Station opened in 1912, at 174 Green Lane West Road near the intersection of Great South Road. The fire brigade was primarily the responsibility of the One Tree Hill Road Board, although

⁵¹ New Zealand Fire Service, "History," accessed at <http://www.fire.org.nz/About-Us/History/Pages/1850s.aspx>.

⁵² F. M. Angelo, *The Changing Face of Mount Eden* (1989), 22.

⁵³ 111 Emergency, accessed at <http://111emergency.co.nz/FIRE/Stations-Auckland/MtEdenFireStn.JPG>

⁵⁴ "Meetings & Entertainments: Mount Albert Fire Brigade," *Auckland Star* (4 December 1906). Available online at [PapersPast](#).

⁵⁵ Scott, 58.

⁵⁶ Kingsland Business Society Inc. *Kingsland Heritage Icons: A Walk Through Kingsland's Past* (July 2011).

⁵⁷ "New Fire Station," *Auckland Star* (23 July 1925). Available online at [PapersPast](#).

⁵⁸ "To Fight Fire: New station at Mt. Albert," *Auckland Star* (12 June 1926). Available online at [PapersPast](#).

⁵⁹ 111 Emergency, accessed at <http://111emergency.co.nz/FIRE/Stations-Auckland/MtALbertFireStn.JPG>

⁶⁰ Bush, *The History of Epsom*, 108.

⁶¹ *Auckland Star* (10 May 1917). Available online at [PapersPast](#).

ratepayers in the nearby Remuera Road Board also paid for and used the Greenlane Fire Brigade's services.⁶² A sign on the parapet of the one-story brick building reads "One Tree Hill Fire Station 1925," suggesting that its name was changed at that time. The building is still extant today (albeit altered) as the "Jack Dickey Community Hall."

- **Point Chevalier:** A fire station was erected for the Point Chevalier Fire Brigade in 1926⁶³ on the northeast corner of Point Chevalier Road and Tui Street (still extant, now privately owned).⁶⁴



Figure 18. Point Chevalier Fire Station, n.d.

Auckland Fire Brigade Historical Society, accessed at <http://afbhs.co.nz/2012/stations-and-equipment/pt-chev-station/>.

Today, the Albert-Eden Local Board area is served primarily by a modern fire station in Balmoral (Station 61, opened 1974), as well as by adjacent stations in Avondale (Station 60) and Mount Roskill (Station 62). Although they are no longer in service, the extant historic fire stations such as Mount Eden, Kingsland, and Point Chevalier are likely to be significant as relatively rare remaining examples of early fire service in the area.

2.2.3 Police Service

Police officers have been keeping the peace in Auckland since the city's founding in 1840. The first police officers were appointed by Police Magistrates under Governor Hobson, and an ordinance was passed in 1846 establishing a more formal armed police force with headquarters in Wellington, New Plymouth, and Auckland.⁶⁵ In response to the gold rushes and land wars of the 1860s, the Armed Constabulary of New Zealand was formed by Act of Parliament in 1867, with constables used as both soldiers and sworn police.⁶⁶ The Police Act 1886 established the first national, civil police force, the precursor of today's New Zealand Police. Constables were stationed in across the country, and local authorities petitioned the Government to post constables as their districts grew more populous.

⁶² "New Fire Station Opening at Greenland," *Auckland Star* (27 August 1912). Available online at [PapersPast](#).

⁶³ *Auckland Star* (30 December 1926). Available online at [PapersPast](#).

⁶⁴ 111 Emergency, accessed at <http://111emergency.co.nz/FIRE/Stations-Auckland/PointChevalierFireStn.JPG>.

⁶⁵ New Zealand Police, "History," accessed at <http://www.police.govt.nz/about/history.html>.

⁶⁶ Auckland Libraries, "Armed Constabulary," accessed at <http://www.aucklandlibraries.govt.nz/EN/heritage/familyhistory/militaryhistory/armedconstabulary/Pages/armedconstabulary.aspx>.



Figure 19. Early police stations in Mount Albert (left) and Mount Eden (right).

Owen J. Cherrett, *Without Fear or Favour: 150 Years Policing Auckland, 1840-1990* (Auckland: New Zealand Police, 1990), 99-100.

Although not an exhaustive list, the following examples illustrate the development of police services in the Albert-Eden Local Board area:

- **Epsom:** The first police station in Epsom was a kauri villa at 4 King Edward Avenue, purchased in 1907 for use as a constable's residence (still extant). Over the years, a two-cell wooden lock-up, an office, and a garage were added to enhance its function. The station was decommissioned in 1971. Other constables' houses are known to have existed on Owens Road and Ranfurly Road.⁶⁷
- **Kingsland:** A Kingsland Police Station operated from 1908 to 1969⁶⁸, although research did not uncover its exact location.
- **Mount Eden:** In 1911, funds were garnered from the central government to erect a police station in Mount Eden.⁶⁹ Historic photos show a small wood-frame police station on Nugent Street in Mount Eden (no longer extant).⁷⁰
- **Mount Albert:** Historic photos show a small Mount Albert police station on Richardson Road (no longer extant).⁷¹
- **Balmoral:** Local newspaper accounts from the early twentieth century describe a police station on Balmoral Road near the tram terminus at Dominion Road that served a large portion of the surrounding suburbs. The station was initially known as the "Mount Roskill Police Station," even though it was located in the Mount Eden District.^{72 73} The police also controlled an acre of land at 162 Balmoral Road for the police horses.⁷⁴ The current Balmoral police station is at 1-3 Halston Road (opened 1970, remodelled 1989).
- **Point Chevalier:** The first police station in Point Chevalier was a bungalow at 399 Point Chevalier Road. The bungalow was built by Henry Lyons, and purchased for £1575 by the Police Department. It opened as the district's first police station and

⁶⁷ Bush, *The History of Epsom*, 108.

⁶⁸ *Auckland Scrapbook* (May 1969 - September 1969), 200.

⁶⁹ *Auckland Star* (29 August 1911).

⁷⁰ Owen J. Cherrett, *Without Fear or Favour: 150 Years Policing Auckland, 1840-1990* (Auckland: New Zealand Police, 1990), 99-100.

⁷¹ *Ibid.*

⁷² *Auckland Star* (20 July 1914)

⁷³ *Auckland Star* (27 February 1924)

⁷⁴ *Central Leader* (3 October 1990)

constable's residence on 15 December 1925. The station was closed in the 1980s, and was sold back into private ownership in 1992 (still extant today).⁷⁵

The police department has undergone numerous organisational changes since its founding. Most notably, the centralisation of police activities (1969) and changes in operation and technology led to the closure or remodelling of many suburban stations in the early 1970s. Modern police stations at Balmoral (1-3 Halston Road), St. Luke's (St. Luke's Shopping Centre), Mount Albert (869 New North Road), and Epsom (56 Ranfurly Road) today serve the Albert-Eden Local Board area.⁷⁶ A community policing station is located at 39 Point Chevalier Road to serve Point Chevalier and nearby Westmere.

Although located outside the Albert-Eden Local Board area, the former Newton Police Station (1906) on Ponsonby Road is probably the best remaining example of an architecturally significant police building in Auckland [*Category B, UID#01797*]. Most early police stations in the Albert-Eden Local Board area have been demolished, but any extant stations that are discovered will likely be significant as modest but rare examples of this theme. For example, constables' houses such as 4 King Edward Avenue in Epsom or 399 Point Chevalier Road may be important for their association with the police department.

2.2.4 Public Libraries

There were several historic public libraries in the Albert-Eden Local Board area:

- The former **Grafton Library** (now Galbraith's Alehouse) at 2 Mount Eden Road opened in 1913 as the Auckland City Public Library's first suburban branch.⁷⁷ It featured not only a lending department and reading room, but also a 200-seat lecture hall. The stately Beaux Arts-style building was designed by Edward Bartley, who won the design competition in 1911. There were unsuccessful attempts to close the library in 1954, 1960, and 1978. The library ultimately closed in 1990 after Mount Eden Borough was amalgamated into Auckland City Council, and is now used as Galbraith's Alehouse [*Category B, UID#01739*].^{78,79}
- When Epsom was incorporated into Auckland City in 1917, officials looked to follow the lead of Remuera, where a branch library had been established shortly after amalgamation. The **Epsom Library** opened in 1918 as a branch of the Auckland City Public Library, using the former Manukau Water Supply Board office building on Manukau Road. In the 1950s, the library building was deteriorating, and was even threatened with closure in 1989. In 1997, the old library was demolished and replaced with a new building.⁸⁰
- The **Point Chevalier Library** is located on the corner of Point Chevalier and Great North Roads. The original library building was formerly the Remuera Branch Library

⁷⁵ *Point Chevalier Times* No. 34 (February 2014)

⁷⁶ New Zealand Police, "Auckland Phonebook," accessed at <http://www.police.govt.nz/district/aucklandcity/>.

⁷⁷ The central branch of the Auckland Public Library opened in 1880, and the Leys Institute in Ponsonby opened in 1905, but was originally a private institution.

⁷⁸ Claire Gummer, "The Library that got another job," A Latitude of Libraries blog (22 May 2011), accessed at <http://librarylatitude.blogspot.co.nz/2011/05/library-that-got-another-job.html>

⁷⁹ Lisa J Truttman, "Grafton dramatic: the former Grafton Library," Timespanner blog (26 May 2011), accessed at <http://timespanner.blogspot.co.nz/2011/05/grafton-dramatic-former-grafton-library.html>

⁸⁰ Bush, *History of Epsom*, pp. 267-268.

that was moved to the site in 1926, after Point Chevalier had amalgamated into Auckland City Council. The library soon outgrew this building, and moved next door to the Coronation Hall in 1937. The current Point Chevalier Library was built in the 1980s, after the “Hall Corner” intersection was realigned.



Figure 20. Official opening of the Grafton Library, Mount Eden Road, 1913.
Sir George Grey Special Collections, Auckland Libraries, 7-A11209



Figure 21. Epsom Public Library, 1925 (no longer extant).

Photo by Henry Winkelman. Sir George Grey Special Collections, Auckland Libraries, 1-W607



Figure 22. Point Chevalier Public Library, circa 1926-1937 (no longer extant).

Sir George Grey Special Collections, Auckland Libraries, 7-A11816

Today, the public library branches in the Albert-Eden Local Board area are located in Point Chevalier, Epsom, and Mount Albert (St. Luke's), all in modern buildings.

2.2 Defence

The theme of defence is very important to the Auckland region, but is not strongly articulated in the Albert-Eden Local Board area. Research for this survey uncovered only a few extant heritage places within the Local Board area that are associated with the Defence theme.

Several of the earliest roads through the Local Board area had military origins, representing the routes from the city to colonial military outposts at Blockhouse Bay and Onehunga. During the New Zealand Wars of the 1860s, a military encampment was located in Point Chevalier—strategically located on Great North Road, the main overland route out of Auckland. Around 1858, 127 acres just to the east of the Albert-Eden Local Board area, including the Meola Reef area, was designated as a rifle range.⁸¹ The earliest military camp at Point Chevalier dates from January 1859 at the earliest,⁸² most likely on part of the farm owned by Patrick Dignan. By March 1867, a new rifle range had been set up at the end of Target Street (hence the name), and continued to be used by volunteer militia through to 1871, when all but one set of targets was removed.⁸³ Remains of the targets were reported to be still visible on the landscape as late as 1923.⁸⁴ The Target Street rifle range was used for grazing and market gardening until the construction of Selwyn Village from late 1952.⁸⁵ Archaeological evidence of the nineteenth century military camp may be significant under this theme: barracks may have stood near the present-day Point Chevalier Bowling Club, while musket balls have been found in the vicinity of Selwyn Village.



Figure 23. World War I Troops at Epsom Military Camp, 1914.

World War I troops at Epsom Military Camp, Auckland. Lawson, Alan Wallace 1893-1961 :Photograph album. Ref: PA1-o-1312-02. Alexander Turnbull Library, Wellington, New Zealand. <http://natlib.govt.nz/records/23150413>.

⁸¹ When the area ceased to be required as a rifle range, the following appeared in the *Southern Cross*, 22 February 1867, p.3: "The piece of land east of Point Chevalier, known as the Rifle Range, comprising about 127 acres, will be offered for lease by public auction on Monday, the 11th March next, at soon, at the Waste Lands Office."

⁸² Advertisement for tenders to supply the camp, *Southern Cross*, 15 January 1859

⁸³ *Southern Cross* (17 November 1871)

⁸⁴ Letter by Charles Walker, New Lynn, published in *NZ Herald*, 30 November 1923

⁸⁵ Russell Stone, *In the time of age – Selwyn Village: The first twenty-five years*, 1979, p. 38

The “Defence” theme is perhaps best reflected in the Albert-Eden Local Board area by the parks that were used for defence purposes during World War I and World War II. For example, Potters Park in Balmoral was used to support the war effort during World War I, as it was used to grow vegetables and for emergency trenches.⁸⁶ Alexandra Park also played an important role during World War I as the home of the Epsom Military Camp, where many soldiers were trained.⁸⁷ During World War II, anti-aircraft gun platforms were installed in Chamberlain Park and Alexandra Park, although they have since been removed.^{88 89} A secret bunker was built in 1942 on the grounds of the Auckland Teachers' Training College in Epsom, which was being used by the military as a northern region combined operations centre. The work to build the bunker was suspended in October 1943, and until 1945, it had been used by women from the Women's Auxiliary Air Force. The bunker has had various uses since, and appears to still be extant near the carpark.⁹⁰

Commemorative properties such as the World War I Memorial Gates at Mount Eden Primary School are important as evidence of how deeply these international wars have affected the Albert-Eden community. However, these places are more likely to be significant for their social and community values under the “Remembering the Past” theme (**Chapter 6: Ways of Life**), rather than as a direct reflection of the theme of Defence.

⁸⁶ Auckland City Streetscape Study Record Form, “Potters Park” (2006). Accessed at

<http://www.aucklandcity.govt.nz/council/documents/district/updates/t132b/%23PottersParkBalmoralintersection.pdf>

⁸⁷ World War I troops at Epsom Military Camp, Auckland. Lawson, Alan Wallace 1893-1961 :Photograph album. Ref: PA1-o-1312-02. Alexander Turnbull Library, Wellington, New Zealand. <http://natlib.govt.nz/records/23150413>

⁸⁸ Auckland Scrapbook, May 1964 – October 1964, p. 228-229. See [Auckland Libraries Index](#).

⁸⁹ “Firing up a war gun plan,” *New Zealand Herald* (18 September 2008). Accessed at http://www.nzherald.co.nz/auckland/news/article.cfm?c_id=1503378&objectid=10974630.

⁹⁰ Claire Haynes, “An Epsom war-time secret,” *Central Leader* (March 2003), Supp p.4. See [Auckland Libraries Index](#).

2.3 Justice

There is a broad variety of places associated with justice in the wider Auckland region, but Mount Eden Prison is the only item relevant to this theme within the Albert-Eden Local Board area.

2.3.1 Mount Eden Prison

Mount Eden Prison is located on Boston Road at the northern edge of the Albert-Eden Local Board area. Founded as a military stockade before Mount Eden was a populous residential neighbourhood, the prison is still in use today [Category A, UID#01721]. The historic gaol was converted to house administrative functions in 2007, while new prison facilities that reflect more modern correctional philosophies were constructed adjacent to the historic building.



Figure 24. Mount Eden Prison.

Wikimedia Commons, 2006.

The following summary of the prison's history is excerpted from the Department of Corrections website:

Mt Eden Prison is one of New Zealand's oldest and probably the most well-known prison. The Victorian stone building with its high towers and thick stone perimeter wall is a recognisable Auckland landmark. In fact, the exterior of Mt Eden Prison is classified as a Category One historic place under the Historic Places Act 1993 and the exterior and surroundings are classified as a Category A building in the Auckland City District Plan.

Mt Eden Prison, originally known as the Stockade, has operated since 1856. The first building, a timber Stockade, was built on the current Mt Eden site because of overcrowding and deteriorating conditions at the Queen Street gaol.

The opening of another building on the Mt Eden site in 1865 allowed the Queen Street gaol to be demolished. With prisoner numbers continuing to rise, a select committee in 1862 identified the Mt Eden stockade site for a new prison. The facility was to be built under a tight budget using mainly prisoner labour. A neighbouring quarry provided the stone and yards were set up in the prison for pre-cutting work. By the mid 1870s prisoners had completed the stone wall that surrounds the prison today.

In 1882 prisoners began excavation work for the building that would be based on a traditional English prison design. Mt Eden Prison was to be New Zealand's 'model' prison as the then Inspector of Prisons believed such facilities should be unpleasant places to be dreaded. A view no longer held in the modern day corrections system.

The first prisoners were transferred to the partially complete prison in 1888 and the original buildings were finally completed around 1917. Around 1894 a superintendent's house was built. This building was converted to a women's prison in 1964 and was used for that purpose until 2006.

Even as Mt Eden Prison was being built, calls were made for it to be closed. Changing views about prison incarceration during the early 1900s led the then Minister of Justice to declare the facility to be obsolete. By 1945 public calls were being made for the prison to be demolished and in 1951 the government announced in Parliament that this would occur.

Demolition plans were postponed in 1953 due to a shortage of funds. In 1965 a prison-wide riot broke out following a failed mass breakout attempt. Prisoners lit fires that quickly spread along the roof, fuelled with fat, oil, furniture and prisoners' personal effects. By the time prisoners surrendered 34 hours later, little remained of the original prison other than its exterior stone shell. Basements, storerooms, the kitchen, chapel, watch house and 61 cells were destroyed and the prison roof also suffered extensive damage. Due to a shortage of alternative accommodation, the prison was gradually rebuilt as a temporary measure, but much of it was not restored to its original condition.⁹¹

Besides the commanding presence and architectural significance of the building itself, Mount Eden Prison has long played an important role in the building of Auckland and the Albert-Eden Local Board area. Early prisoners were put to work at hard labour: quarrying rock for roading projects, clearing fields, making mailbags, and constructing parts of the prison. The contributions of prisoners to road and utilities construction in the Albert-Eden Local Board area are discussed further in **Chapter 3: Infrastructure**.

⁹¹ Department of Corrections, "History of Mt Eden Prison," accessed at http://112.109.67.1/_data/assets/pdf_file/0006/518055/History_of_Mt_Eden_Prison.pdf.

2.4 Healthcare

2.4.1 Auckland Lunatic Asylum / Carrington Hospital

As early as 1850, local authorities began to plan for construction of Auckland's first insane asylum—mentally ill patients were at the time incarcerated in the local gaols. In 1863, the Auckland Provincial Government pledged their financial backing and imported plans from England that were adapted locally by Auckland architect James Wrigley. The imposing Gothic Revival-style building was completed in 1867 on Carrington Road in Point Chevalier. Auxiliary buildings such as kitchens and laundries were also constructed to support the hospital's operation. The building was surrounded by a 200-acre working farm, a common feature of Victorian-era asylum design. Occupational therapy and access to the outdoors were key components of nineteenth-century psychological treatment, so patients at the asylum engaged in farming, housekeeping, and maintenance of the buildings and grounds. Additional patient wards and residences for doctors, nurses, and administrators were erected on the site around the turn of the twentieth century.^{92 93}



Figure 25. Auckland Mental Hospital (now Unitec Building 1), circa 1881.

Photo by H.A. Frith. Sir George Grey Special Collections, Auckland Libraries, 589-44

The hospital opened as the Auckland Provincial Lunatic Asylum, and has been known under many names since. Its name was changed to Auckland Mental Hospital around 1911 in conjunction with national policy changes intended to reduce the stigma associated with terms such as “lunatic” and “asylum.”⁹⁴ Again reflecting changes in mental health practices, it became Oakley Hospital in 1962 and Carrington Hospital in 1973.⁹⁵ In the same year, a portion of the farm was designated as a site for a technical institute (Carrington Technical Institute). In 1992, the hospital was dissolved and the buildings sold to Carrington Polytechnic, now known as Unitec Institute of Technology.⁹⁶

⁹² Lisa J. Truttman, “Asylum Days,” *Timespanner Blog* (1 March 2009). Accessed at <http://timespanner.blogspot.co.nz/2009/03/asylum-days.html>.

⁹³ “Auckland Lunatic Asylum,” *Cyclopedia of New Zealand* (Christchurch: Cyclopedia Company Ltd, 1902). Accessed at <http://nzetc.victoria.ac.nz/tm/scholarly/tei-Cyc02Cycl-t1-body1-d1-d21-d9.html>.

⁹⁴ “Mental Health Services,” *Te Ara: The Encyclopedia of New Zealand*. Accessed at <http://www.teara.govt.nz/en/mental-health-services/page-3>.

⁹⁵ Archives New Zealand, “Research Guides: Mental Health.” Accessed at <http://archives.govt.nz/research/guides/mental-health>.

⁹⁶ Lisa J. Truttman, “Asylum Days,” *Timespanner Blog* (1 March 2009). Accessed at <http://timespanner.blogspot.co.nz/2009/03/asylum-days.html>.

Currently the main building (Unitec Building 1) is a scheduled heritage place [*Category A, UID#01608*], but additional buildings at the site may also be found to be significant for their association with various periods of the asylum and changes in mental health practices. The hospital was likely a large employer during the peak of its operation, and also affected residential settlement patterns by drawing people to the area.

2.4.2 Greenlane Hospital

Land on Green Lane Road had been allocated for hospital use as early as 1851. In 1890, the Costley Home for the Aged Poor was erected on the site—one of the first homes for the care of the elderly in New Zealand. A new Infirmary Ward for Incurables was constructed in 1906 and expanded in 1917 to improve conditions at the hospital and relieve overcrowding. To reduce the stigma of association as a charity for the indigent poor, the hospital's name was changed to "Auckland Infirmary" in 1924. Greenlane Hospital was officially converted into a general hospital during World War II, and it received its current name in 1942. A new six-storey Streamline Moderne-style Main Building opened in 1943. In 1946, a small brick nurses' home from the 1920s was expanded into a six-wing structure to further increase capacity. Over the years, many prominent physicians and surgeons have been associated with the hospital, and it has been the site of important surgeries and medical advances.⁹⁷



Figure 26. Costley Home for the Aged Poor, April 1918.
Sir George Grey Special Collections, Auckland Libraries, 1-W1621.

⁹⁷ Martin Jones, "Green Lane Hospital" (NZHPT Registration Report, 13 June 2010). Accessed at <http://www.historic.org.nz/TheRegister/RegisterSearch/RegisterResults.aspx?RID=4536>.



Figure 27. Opening of new Streamline Moderne-style building, 24 February 1943.

Sir George Grey Special Collections, Auckland Libraries, AWNS-19430224-19-1

The Greenlane Hospital campus also includes the former National Women's Hospital at the rear of the property. The National Women's Hospital (NWH) was founded in 1946 using old prefabricated buildings from the former United States Military Hospital in Cornwall Park during World War II. Construction of a permanent building began in 1959, and NWH officially opened in 1964. NWH was a pioneering institution for women's health and obstetrics in New Zealand. It was the biggest maternity hospital in Australasia and significantly expanded obstetrics and gynaecology education through its close association with the School of Medicine. NWH moved to new facilities at Auckland Hospital in 2004.⁹⁸

Greenlane Hospital has undergone many expansions and renovations, and is still a major hospital in Auckland today. Currently the Costley Home and Infirmary Ward are registered heritage places [*Category B, UID #01687*], but additional buildings at the site—especially the Streamline Moderne-style Main Building—may also be found to be significant as examples of hospital design or sites of important medical advances.

⁹⁸ Bush, *The History of Epsom*, 198-99.

2.4.3 Private Hospitals

Many private hospitals and medical practices sprang up in the Albert-Eden Local Board area over the years. Religious groups or charitable organisations typically established these hospitals, often located in converted grand residences, in order to supplement the public health services. The following private hospitals provide a sample of the types of institutions found in the Albert-Eden Local Board area, although this list is by no means exhaustive:

- **Mercy Ascot Hospital:** Mater Misericordiae (Mother of Mercy) Hospital opened in December 1900 as a convalescent home by the Sisters of Mercy, a Catholic order of nuns. The hospital was located in the former Harewood House in Mountain Road, Epsom. To meet an increasing demand for private surgical facilities, new buildings were built in 1918 and 1936 (still extant) that greatly increased the quality and capacity of care. By the mid-1960s, the hospital developed the first private cardio-thoracic unit in New Zealand, led by preeminent heart surgeon Sir Brian Barrett-Boyes. The hospital still operates today, although it is no longer directly managed by the Sisters of Mercy.^{99 100}
- **Cornwall Park Hospital:** Founded in 1926 as Kia-Ora Private Hospital, typical of the private hospitals established in Auckland during this period. The original building at 17-19 Cornwall Park Avenue was demolished in 1979 to make way for the current buildings at the site.¹⁰¹
- **Elizabeth Knox Home & Hospital:** The Knox Home was founded in 1908 after the death of philanthropist Elizabeth Knox, who left a bequest for the “purpose of building, endowing and maintaining a hospital or home of poor people suffering from incurable diseases.” The first Knox Home was built in 1914 on a portion of the Knox farm in Tamaki, and moved into the present facilities on Ranfurly Road in Epsom in 1974.¹⁰²
- **St Catherine's Maternity Home:** According to *Point Chevalier Times* No. 5 (June 2009): “At 1048 Great North Road, [Colin Woolam] Anderson sold the property to Harold Frederick Lowndes, a contractor, who built a bungalow in 1929. This was sold to a carpenter named Percy Sawyer. From around 1938, Nurse Annie Sophia Gillender Pohlen setup the St Catherine's Maternity Home, purchasing the property outright from Sawyer in 1943. From 1944, she was joined by Mary Elizabeth Pohlen, and the maternity home operated until c.1973, according to file references in the Archives NZ database. Annie Pohlen died in 1976, while Mary Pohlen died in 1989. Folks still know the home best as 'Nurse Pohlen's'.”

Unfortunately, most of the early private hospitals that are still in operation have demolished their original buildings to make way for modernised facilities. Any extant historic properties that are found to be associated with early medical practices or hospitals may therefore be significant as rare examples of the Healthcare theme.

⁹⁹ Mercy Hospital, “Our History: Mercy Hospital,” accessed at <http://www.mercyascot.co.nz/about-us/our-history/mercy-hospital/>.

¹⁰⁰ Bush, *The History of Epsom*, 184.

¹⁰¹ One Tree Hill Borough, *In the Shadow of Maungakiekie: A History of One Tree Hill and Its Environs from Pre-Maori Times to 1989* (Auckland, 1989), 180.

¹⁰² Elizabeth Knox Home & Hospital, “History,” accessed at <http://www.knox.co.nz/index.php?page=history>.

CHAPTER 3: INFRASTRUCTURE

This theme follows the expansion of infrastructure and public utilities throughout the Local Board area. Public transportation was essential: horse-drawn buses and railroads facilitated growth, but it was the expansion of the electric tram suburb that had the most profound effect on the built form of the Albert-Eden Local Board area. The development and reticulation of utilities—water, power, drainage, sewerage, and rubbish—are also important because they highlight how the area’s needs changed as it became increasingly urbanised.

Potential heritage places associated with this theme may include road cuts or other evidence of early roadway engineering, early gas or electric light standards, electrical substations, pump houses, toll booths, railway stations, tram poles and tracks, toilet blocks, and rolling stock.

3.1 Transportation

3.1.1 Roads

Many of the major roads in the Albert-Eden Local Board area are the remnants of traditional Māori walking routes. For example, in the 1840s, the Mount Eden area was reached by “wandering foot tracks left by the Māori.”¹⁰³ The alignment of most of the key arterial routes across the Isthmus was fixed by 1848, including Great South, Manukau, Mount Eden, Dominion, Sandringham, Mount Albert, Great North, and New North Roads.¹⁰⁴

By the 1850s, travelling was undertaken predominantly by foot or on horseback, but during this decade, the need to improve the roads was evident with an increase in the use of horse-drawn vehicles.¹⁰⁵ Roading improvements were a priority for the newly formed highway districts, but with few ratepayers, finding funds and labour to undertake the projects was difficult in Auckland’s earliest years. Resourceful use of tolls and convict labour began to tame the rough terrain of the Albert-Eden Local Board area. Following the establishment of the Mount Eden gaol in 1856¹⁰⁶, “prisoners were used extensively for quarrying and road construction in Mount Eden.”¹⁰⁷

The collection of toll money within the Albert-Eden Local Board area began with the Turnpike Act of 1866, which allowed for the erection of three toll gates (Mount Eden Road, New North Road, and Great North Road) to finance road projects. Monies were primarily collected from contractors carting scoria and ballast outside the district to provide for the repair of the roads, supplementing the small amounts obtained from rates.¹⁰⁸ Additional toll gates were later established in Mount Eden along Dominion Road and near Balmoral Road when further quarries opened at Mount Roskill and Three Kings.¹⁰⁹ The Epsom Road Board gained its earliest revenue from a toll gate at Mountain Road and Khyber Pass and another in Newmarket.¹¹⁰

¹⁰³ Angelo, 12.

¹⁰⁴ Bloomfield, 39.

¹⁰⁵ Angelo, 14.

¹⁰⁶ This was originally a wooden stockade built near the site of present day Mt Eden prison.

¹⁰⁷ Angelo, 14.

¹⁰⁸ Scott, 23.

¹⁰⁹ Angelo, 15-16.

¹¹⁰ Bush, *The History of Epsom*, 43.

The tolls were not particularly popular or effective. Concern was raised that the revenue generated from the tolls was largely spent maintaining the roads closest to the city resulting in less priority given to those in the more remote areas, particularly near Dominion Road. People complained about the prices or would try to evade the tolls, driving their carts through open fields to avoid the gates. Since a greater population was paying rates by the 1890s, the Road Boards were able to abandon toll collection and proceed with long-needed roading developments and the provision of basic services.¹¹¹ Although the original toll gates have long ceased operation, it appears that one former toll gate structure is still extant on Mount Eden Road. Any such properties are likely to be significant as rare examples of early road development.



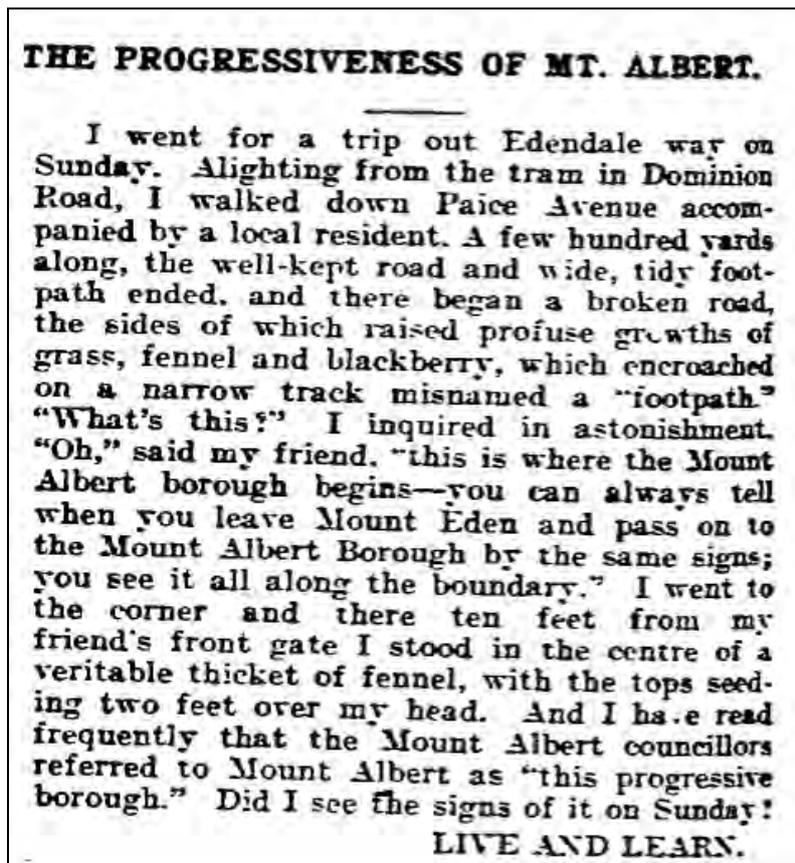
Figure 28. An artist's impression of the toll gate near the railway bridge in Mount Eden Road.

E.C. Franklin, *Mt Eden's First Hundred Years, 1906-1956* (Auckland: Whitcombe & Tombs Ltd., 1956), 50.

Local stone and scoria continued to be used for the work on roads and footpaths in the nineteenth century. Stone kerbs are still visible throughout many of the streets in the Albert-Eden Local Board area, and are a key characteristic indicative of the early road network. In the early twentieth century, metalling or tarring the roads was common practice, and the streets were watered in an attempt to keep the dust down. By the 1920s, automobiles were supplanting horse-drawn vehicles as the primary mode of transportation, and bitumen coatings or concrete roads became the norm.

Despite these advances, though, the roads were often reported as being potholed and broken up, and the local newspaper was riddled with letters to the editor complaining about the quality of the roads. Roads throughout the Albert-Eden Local Board area were inconsistently maintained at best, partly due to squabbling among the various local authorities about who should take responsibility for repairs. As late as the 1930s, the difference in quality of service across district boundaries was still a conspicuous issue:

¹¹¹ Angelo, 16.



"The Progressiveness of Mt. Albert," [Auckland Star](#) (15 January 1927)

The road network in the Albert-Eden Local Board area was increasingly strained as Auckland's population and automobile dependence grew, and the various local authorities sought improvements to their major arterial roads. For example, Dominion Road was widened in 1940, requiring the removal of heavy rock in certain sections.¹¹² Asquith Avenue is another example of the type of rock removal common for roading projects in the Albert-Eden Local Board area, and a rock outcrop remains visible today as evidence of this work. Asquith Avenue originally curved around a scoria outcrop in the 1880s, but the current cut and alignment date from 1929, when it was straightened and widened by the Mount Albert Borough Council.¹¹³

As was common in many post-war cities worldwide, Auckland received its first motorway in 1953, a 3.2km stretch of the Southern Motorway between Penrose and Mount Wellington. A 7.8km segment of the Northwestern Motorway followed in 1955, running from Point Chevalier to Lincoln Bridge. In 1966, the construction of the Newmarket Viaduct and 6.6km of road brought the Southern Motorway to Wellesley Street. In the early 1970s, plans were in place to construct a new motorway through Mount Eden, parallel to Dominion Road, but these plans were abandoned due to resident opposition. The Dominion Road interchange at New North Road was the only part of the project that was completed. On the Northwestern Motorway, the bypass of Great North Road and construction of ramps to downtown

¹¹² "Widening a Busy Road," *Auckland Star* (24 September 1940). Available online at [PapersPast](#).

¹¹³ Lisa J. Truttman, "Street Stories 24: Asquith Avenue – not a 'chain gang' road," *Timespanner Blog* (29 July 2012). Accessed at <http://timespanner.blogspot.co.nz/2012/07/street-stories-24-asquith-ave-not-chain.html>

Auckland were completed in the late 1970s.¹¹⁴ The completion of the motorways established new boundaries for the Albert-Eden Local Board area, in many places severing connections between adjoining neighbourhoods and requiring demolition of structures along the motorway route. The motorways had an especially profound effect on the settlement of Waterview and Point Chevalier from the 1960s onwards for these reasons, but it also linked these neighbourhoods to the city centre through a regional road network.

Although the road alignment of many of the arterial routes has remained the same since the 1850s, the surfaces and even width of these roads has been so greatly altered that it is unlikely that any significant material remains. If any archaeological evidence of early roads is discovered buried underneath the road reserve, though, it may have heritage value as an example of early road construction techniques or engineering.

Naming the Major Roads

Road names can provide insight into the history of an area, indicating settlement patterns and community values. Some roads in the Albert-Eden Local Board area are named after landholders in the area, and often correspond with the locations of early farms. Other roads were named (or re-named) in honour of specific persons or events. Most notably:

- **Dominion Road** – Dominion Road was originally Mount Roskill Road, and was used early on for carting scoria from the quarries at Mount Roskill and Three Kings. The route was renamed in 1907 to commemorate New Zealand's new status as a self-governing Dominion within the British Empire.¹¹⁵
- **Sandringham Road** – Sandringham Road and its surrounding neighbourhood has undergone multiple name changes. Originally Cabbage Tree Swamp Road, the street became Kingsland Road (1877), New Edendale Road (1912), and Edendale Road (1916) before gaining its current name of Sandringham Road (1929).¹¹⁶ Residents—plus the chief postmaster—petitioned for the change from Edendale to Sandringham in 1929 because there was another Edendale on the South Island that was causing confusion in the delivery of mail to the district. Sandringham is named for a 7,000-acre estate in Norfolk that is one of the residences of the British Royal Family.¹¹⁷
- **Balmoral Road** – Balmoral Road was named Edendale Road until 1912, when the Mount Eden Borough Council changed the name. The Epsom Road Board and Mount Albert Borough soon took action to apply the name change where Balmoral Road ran through their jurisdictions, too.¹¹⁸ Early cadastral maps also show Balmoral Road as “Mount Albert-Epsom Road,” although that name was not official.¹¹⁹

¹¹⁴ NZ Transport Agency, “Auckland Motorways,” accessed at <http://www.nzta.govt.nz/resources/auckland-motorways/docs/2008.pdf>

¹¹⁵ Matthews & Matthews Architects Ltd. et al., *Balmoral Shopping Centre: Character Heritage Study*, 23.

¹¹⁶ Auckland City Street Names Database, <http://www.aucklandcity.govt.nz/dbtw-wpd/streets/streets.html>

¹¹⁷ “Two Edendales: Change of name wanted,” *Auckland Star* (27 November 1929). Available online at [PapersPast](http://paperspast.govt.nz/).

¹¹⁸ Auckland City Street Names Database, <http://www.aucklandcity.govt.nz/dbtw-wpd/streets/streets.html>

¹¹⁹ DP 4583 (1907)

3.1.2 Railroads

The first rail line through the Albert-Eden Local Board area was the Auckland-Onehunga Line, established in 1873 running roughly parallel to Great South Road. From 1903 to 1908, the line was extended southward, eventually becoming the North Island Main Trunk Line that connected Auckland with Wellington. Two stops within the survey area were established in the early years of the line:

- **Remuera Station:** Started as merely a stop on the Auckland-Onehunga line, the present Remuera Station was built in November 1907 and is still extant today. [Category B, UID #01684]
- **Greenlane Station:** This station was built in 1909 as part of the new Main Trunk Line, but the building was moved to Helensville in the early 1990s.¹²⁰



Figure 29. Postcard of Remuera Station, circa 1910

Sir George Grey Special Collections, Auckland Libraries, 6-BUC105

At the northern edge of the Albert-Eden Local Board area, the route from Newmarket to Henderson was established in 1880 and extended to Waitakere and beyond the following year. The new rail line was part of a proposed link to the port at Kaipara Harbour, providing passenger and freight services to communities along the route. Four of the five stations within the Albert-Eden Local Board area were in place when the line opened in 1880, with station and platform upgrades in the 1910s as the suburban districts boomed:

- Mount Eden
- Kingsland
- Morningside
- Baldwin Avenue (added 1953)
- Mount Albert¹²¹

In addition to the main rail lines, the short spur known as the “Ballast Line” ran from New North Road to the quarry on Ōwairaka was an important fixture in the Albert-Eden Local Board area. Land for the ballast pit line was taken for railway purposes by proclamation in the NZ Gazette of 1879. The railroad right-of-way was sold off piece by piece after the

¹²⁰ Remuera Heritage, “Remuera Railway Station,” accessed at http://www.remueraheritage.org.nz/Site/Resource_Library/Remuera_Railway_Station.ashx.

¹²¹ Sean Millar, *Railway Stations of Auckland’s Western Line*, 2nd ed. (Auckland, 2007), 2-3.

quarry closed, although local residents had campaigned unsuccessfully to turn the line into a scenic pathway in compensation for the destruction of the mountain.¹²²

The railroad was very influential in Auckland, spurring residential growth along the routes. The rail lines have changed dramatically since their original construction, and little evidence remains beyond the routes themselves. The Remuera Station (1907) is the only extant historic station in the Albert-Eden Local Board area still in use as such [*Category B, UID #06184*]. The former Mount Eden Railway Station building was relocated in the mid-1990s to 8 Malvern Road, where it is now used as a residence; although it is no longer in use as a railroad station, this building is likely to be significant as a rare surviving example of this theme. Whilst the remaining stations on the Newmarket-Henderson line still exist, none of the other historic platforms or buildings appear to be extant today.

3.1.3 Trams

In 1884, the first horse-drawn tram service was established between Queen Street and Ponsonby, which later extended to Newmarket (1886) and Epsom (1888). The electric tram services were introduced in 1902 by the Auckland Electric Tramways Company, leading to suburban development along the tram routes. The extension of the tram networks between the 1920s and 1930s in conjunction with the development of major roads resulted in the rapid growth of residential development, creating the “garden suburbs.”

Newspaper articles from the early twentieth century recognised the trams’ potential for stimulating development. For example, the *Auckland Star* reported in 1908 about the effects the construction of the Mount Eden Road and Dominion Road routes would have on Mount Eden:

“There is no doubt that when these two lines of trams are laid and the cars are running it will result in a great influx of population to the Borough of Mt. Eden, and will, as in other places, cause building to spread for some distance beyond the terminus, and already it can be seen that owners of paddocks are getting ready for a boom, as, in several instances, gangs of workmen are engaged forming roads through private property, which it is evidently intended to cut up for building purposes.”¹²³

Planning and building the early tram lines was complicated by the various local authorities, each of which had their own agenda. In 1919, the Auckland City Council bought the tramway system from the Auckland Electric Tramways Company in hopes of streamlining services, and constructed prominent extensions down Sandringham Road and Great South Road. An independent Auckland Transport Board was formed in 1929 after opposition by several suburban local bodies to the City Council’s operation of the tramways. The new transport board completed several extensions to the system from 1929 to 1932.¹²⁴

¹²² Auckland City Council. *Owairaka-Mount Albert Heritage Walks*. 13.

¹²³ “Mount Eden Tramways: Progress of the work,” *Auckland Star* (28 January 1908). Available online at [PapersPast](#).

¹²⁴ Bloomfield, 152.

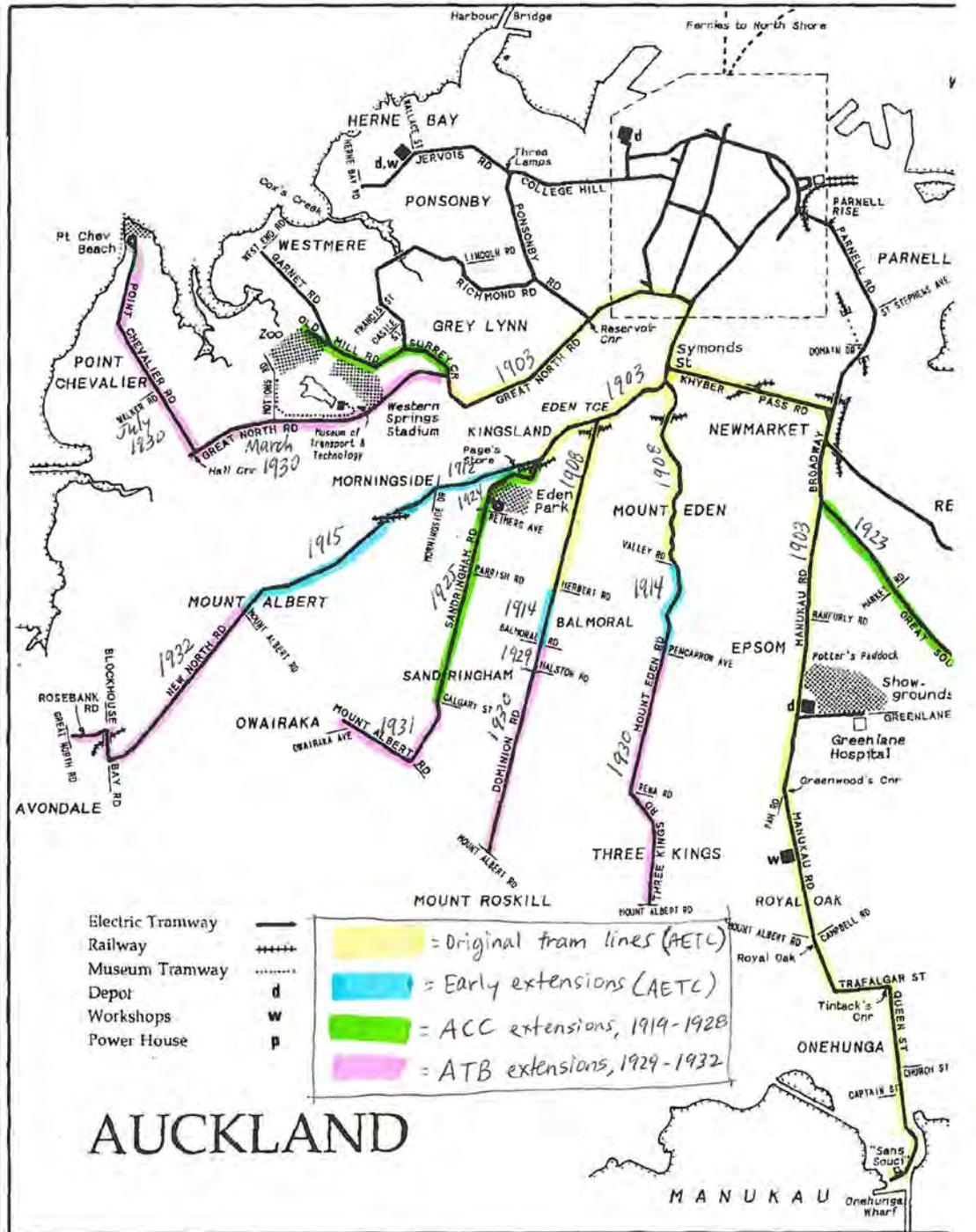


Figure 30. Map of Auckland tram routes, annotated to indicate date of extensions. Graham Stewart, *Around Auckland by Tram in the 1950s* (Wellington, Grantham House: 1996).

As buses and automobiles gained popularity after World War II, the tram service suffered. Lines began to close beginning with the Herne Bay route in 1949. The Epsom-Onehunga route down Manukau Road was the last to close, with a final official run on 28 December 1956. A ceremonial “last tram” convoy made its way to the tram workshops the next day, and similar processions of out-of-service cars continued over the next several months.¹²⁵

Seven electric tram routes passed through Albert-Eden Local Board area from 1902 to 1956:

New North Road (Avondale Route)

- 1903: Original line terminated in Kingsland outside Page’s Store, with passengers continuing west on a horse-drawn bus service.
- 1912: Extended to Morningside by July 1912.
- 1915: Extended to Mount Albert Railway Station by September 1915 (residents had petitioned for this starting in 1913).¹²⁶
- 1932: Extended to Avondale, terminating at the intersection of Rosebank Road and Great North Road.¹²⁷
- 1956: Last tram on the Avondale line ran 13 January 1956.



Figure 31. Laying tracks on Mount Eden Road, 1908

Sir George Grey Special Collections, Auckland Libraries, 7-A4972



Figure 32. Tram on Mount Eden Road, 1953

Graham Stewart Collection. Sir George Grey Special Collections, Auckland Libraries, 7-A10930

Mount Eden Road (Mount Eden/Three Kings Route)

- 1902: The first Auckland trams ran from the city centre to the “Eden Vine Corner” at the end of Mount Eden Road, within walking distance of many of the earliest Mount Eden residents.
- 1906-08: The tram line was first introduced into Mount Eden shortly after the formation of the new borough. Initially the line ran along Mount Eden Road to Valley Road. Construction of this route was very labour-intensive: buildings were moved and corners cut away at intersections to make the tram route straighter and safer. A waiting shed (still extant) was constructed at the foot of the mountain in 1908.^{128 129}

¹²⁵ Bush, *The History of Epsom*, 152-156.

¹²⁶ Kingsland Business Society Inc. *Kingsland Heritage Icons: A Walk Through Kingsland’s Past* (July 2011).

¹²⁷ Lisa J. Truttman, “When Trams Came to Avondale,” *Timespanner Blog* (18 October 2008), accessed at <http://timespanner.blogspot.co.nz/2008/10/when-trams-came-to-avondale.html>.

¹²⁸ “Mount Eden Tramways: Progress of the work,” *Auckland Star* (28 January 1908). Available online at [PapersPast](http://paperspast.govt.nz/).

¹²⁹ Angelo, 23.

- 1913: Mount Eden and Mount Roskill joined in requesting an extension of the Mount Eden route to Three Kings.¹³⁰
- Circa 1914: Extended to Pencarrow Avenue (near Balmoral Road), according to a 1917 map.¹³¹
- 1930: Extended from Pencarrow Avenue to Mount Albert Road.¹³²
- 1953: Last tram on Three Kings route ran 22 May 1953.

Manukau Road (Epsom-Onehunga Route)

- 1903: Manukau Road was graded and tracks were laid in 1903, with service to Onehunga wharf commencing in September 1903. The line boasted that it was the only “Coast-to-Coast tramway in the world.” A depot and tram barn were set up at Potter’s Paddock (Manukau and Green Lane roads, former site of horse-tram barns) along with a repair workshop in Royal Oak to service the electric fleet. These workshops have since been demolished.¹³³
- 1956: The Epsom-Onehunga route down Manukau Road was the last Auckland tram line to close, with its final run on 29 December 1956.



**Figure 33. ‘Regrettably, we won’t be back’: 29 December 1956.
The final convoy of trams approaches from the Epsom Depot.**

Photo by Graham C. Stewart. Reproduced in Graham Bush, ed., *The History of Epsom* (Auckland: Epsom & Eden District Historical Society, Inc., 2006), 155.

¹³⁰ “Mt. Eden Tramline,” *Auckland Star* (1 April 1913). Available online at [PapersPast](#).

¹³¹ Upton & Co., “Street Map of the City and Suburbs of Auckland Compiled from the Latest Information” (Auckland: Upton & Co., 1917). [Auckland City Libraries](#), NZ Map #3115.

¹³² “Mount Eden Tram Extension,” *Auckland Star* (20 September 1930). Available online at [PapersPast](#).

¹³³ Bush, *The History of Epsom*, 151.

Dominion Road (Mount Roskill Route)

- 1908: The Dominion Road route opened in August 1908, with a terminus at Herbert Road corner. According to a newspaper account from August 1908, “The trams will run for about a mile and three-quarters along the road, and the route will be one of the main arteries for suburban residents in that quarter of Auckland. Running between the Kingsland and Mount Eden lines it makes the service for the intermediate portion of the district very complete.”¹³⁴
- Circa 1914: Extension to Balmoral Road, according to 1914 newspaper articles and 1917 map.^{135 136}
- 1929: Extension to Halston Avenue, December 1929.
- 1930: Extension to Mount Albert Road, January 1930.¹³⁷
- 1953: Last tram on Mount Roskill Route ran 11 September 1953.

Sandringham Road (Ōwairaka/Edendale Route)

- 1912: Residents petitioned to establish a tram line through Edendale, running along Sandringham Road to Balmoral Road. This petition was declined at the time, partly because of the logistics of crossing the railroad tracks.¹³⁸
- 1923-25: Construction of the Kingsland Bridge began in 1923, establishing a new road and tram connection between New North Road and Sandringham Road. The original intention was for the tram line to extend all the way to Kitchener Street. The first section to be completed ended at Reimers Avenue in 1924. Two additional tram sections were added in 1925, the first extending to Parrish Road (February) and the second to Calgary/Kitchener Street (October).¹³⁹
- 1930-31: The original plan for the Sandringham Extension was to terminate at the corner of Sandringham Road and Mount Albert Road. At the request of residents, the line was extended further along Mount Albert Road to Vincent Road (now Ōwairaka Avenue), including modification of the corner of Mount Albert Road and Sandringham Road to allow sufficient turning radius.^{140 141}
- 1954: Last tram on Ōwairaka route ran 6 August 1954.

Great South Road

- 1923: The Great South Road extension commenced in January 1923, with works scheduled to be completed by October 1923.¹⁴²
- 1953: Last tram on Great South Road ran 4 December 1953.

¹³⁴ “Dominion Road Tramway: Line inspected,” *Auckland Star* (20 August 1908). Available online at [PapersPast](#).

¹³⁵ Upton & Co., “Street Map of the City and Suburbs of Auckland Compiled from the Latest Information” (Auckland: Upton & Co., 1917). [Auckland City Libraries](#), NZ Map #3115.

¹³⁶ “Park for Mount Eden,” *Auckland Star* (16 May 1914). Available online at [PapersPast](#).

¹³⁷ Matthews & Matthews Architects Ltd. et al., *Balmoral Shopping Centre: Character Heritage Study*, 23.

¹³⁸ “Along Kingsland Road: Tram extension asked for,” *Auckland Star* (30 October 1912). Available online at [PapersPast](#).

¹³⁹ “Edendale Trams,” *Auckland Star* (30 November 1923). Available online at [PapersPast](#).

¹⁴⁰ “Tram Extension: The Sandringham Route,” *Auckland Star* (2 September 1930). Available online at [PapersPast](#).

¹⁴¹ “Tramway Extension, Sandringham Route,” *Auckland Star* (20 February 1931). Available online at [PapersPast](#).

¹⁴² “Tramway Progress,” *Auckland Star* (15 December 1922). Available online at [PapersPast](#).

Great North Road & Point Chevalier Road (Point Chevalier Route)

- 1903: Original “Grey Lynn” line along Great North Road extended to Surrey Crescent, serving the Arch Hill and Grey Lynn neighbourhoods.
- 1930: The Point Chevalier route was completed in two stages in 1930. The first segment extended along Great North Road from Western Springs to “Hall Corner” (intersection of Great North Road and Point Chevalier Road), and was opened in March 1930.¹⁴³ The second piece of the Point Chevalier extension opened on 27 July 1930, and included 1 ¾ miles of track from Great North Road to the end of the point. A new electrical sub-station (no longer extant) was constructed concurrently in order to support the line.¹⁴⁴ ¹⁴⁵ A Point Chevalier extension was first considered in 1922, but was deferred to a later date because of the concurrent Edendale and Great South Road projects.¹⁴⁶
- 1953: Last tram on Point Chevalier route ran 20 November 1953.

Branch Lines & Extensions

- Zoo: An extension from Surrey Crescent to the new Auckland Zoo was built along Old Mill Road in 1923.¹⁴⁷ A small portion of this line remains today, serving as an attraction operated by the Museum of Transport and Technology (MOTAT).
- Racecourse/Hospital: A short branch line along Green Lane Road was constructed in 1939. A shuttle service ran from Manukau Road to Greenlane Hospital during visiting hours, and ferried spectators to the racetrack on the weekends.¹⁴⁸
- Eden Park: A tramway loop to Eden Park was constructed in 1925 to take passengers to and from rugby games. The trams ran at one minute intervals after the game and could carry a whole stadium away in less than 15 minutes.¹⁴⁹

Resources that may be significant as a direct reflection of the tram theme include tram poles and tracks, if any exist; waiting shelters such as those along Mount Eden Road; convenience stations and toilet blocks such as those in Sandringham Reserve; repair barns; and rolling stock. Residential and commercial development throughout the area reflects the profound impact of tram transportation on settlement patterns, but **Chapter 4: Building the City** explores this connection more thoroughly.

¹⁴³ “Trams to ‘the point’,” *Auckland Star* (18 March 1930). Available online at [PapersPast](#).

¹⁴⁴ “New tram service commences,” *Auckland Star* (27 July 1930). Available online at [PapersPast](#).

¹⁴⁵ “The completion of the Point Chevalier tram extension,” *Auckland Star* (3 July 1930). Available online at [PapersPast](#).

¹⁴⁶ “The tramways,” *Auckland Star* (17 November 1922). Available online at [PapersPast](#).

¹⁴⁷ “Auckland Transport,” *Auckland Star* (30 April 1928). Available online at [PapersPast](#).

¹⁴⁸ Graham Stewart, *Around Auckland by Tram in the 1950s* (Wellington: Grantham House, 1996).

¹⁴⁹ *Ibid.*

3.1.4 Buses

Public transport in the Albert-Eden Local Board area began in the late 1870s in the form of horse-buses (sometimes called omnibuses), though the cost was rather prohibitive. Horse-buses were all privately operated, and numerous companies ran services through the area. In Balmoral, for instance, a horse-bus service was operated by William Patterson from his farm located on the corner of Dominion Road (formerly Mount Roskill Road) and Balmoral Road. A passenger wagonette was used until increased demand resulted in a change to horse-buses. The transport service ran from Patterson's farm along Dominion Road to the city and continued beyond the establishment of motorised transport. A further horse-bus passenger service was operated north of Balmoral by brothers Johnnie and Cornelius Keir from their stables in Windmill Road. This service provided transport to the city along Mount Eden Road.¹⁵⁰ Other horse-bus services ran from the city to Onehunga, Avondale, and beyond.

Motorised bus services were introduced in the early twentieth century, primarily as feeders from outlying areas to the tram terminuses. In the 1920s, the Auckland City Council (which was then operating the tram system) established six mainline and seven feeder buses. But unlicensed private bus companies also sprang up, running motor buses to the suburban districts that competed with the trams. The council ultimately legalised the private bus business, giving licenses to some of these operators. For instance, City Corporation Tramways was granted a license in 1927 to run between Edendale tram terminus and Vincent Road (Ōwairaka Avenue).

The Auckland Transport Board began replacing electric trams with trolley buses in the late 1940s, and then switched to diesel buses. For example, trolley buses replaced electric trams on the Mount Eden Road route by 1953, while diesel buses were used on Dominion Road.¹⁵¹ Without reliance on tracks, the Auckland Transport Board was also able to easily set up cross-town bus routes, the first of which was a service from Point Chevalier to Ellerslie Racecourse via Green Lane Road (1953).¹⁵²

Research for this survey did not uncover any known extant resources associated with the early horse-buses. Since the post-tram buses simply repurposed the tram facilities and infrastructure, there is also little direct evidence of this theme.

¹⁵⁰ Angelo, 19-21.

¹⁵¹ Franklin, 58.

¹⁵² Bush, *The History of Epsom*, 162-163.

3.2 Utilities

3.2.1 Water Supply

Natural springs that percolated through the scoria strata were the first water sources for Māori and early settlers. One such spring was located in Mount Eden, in what is now aptly-named Water Street.¹⁵³ By 1869, Auckland's largest early water supply came from Auckland Domain. During the 1870s, this supply became inadequate resulting in Auckland City Council seeking alternative water supplies. In 1875, 110 acres of land in Western Springs was purchased from William Edgecombe (near the present-day Chamberlain Park) to serve as a watershed. Auckland City Council later acquired the adjacent Low and Motion Mill property (near the Western Springs Lake/Zoo), land that would collectively provide the main water supply for the city and neighbouring suburban districts.¹⁵⁴ The Western Springs Pump House still exists today as part of MOTAT [Category A, UID #01678]. In 1887, a reservoir was constructed on Mount Eden to store the water pumped from Western Springs and distribute it to residents of the Mount Eden Road Board, who had raised the funds for the project.¹⁵⁵ [Pump house on Mount Eden Road scheduled as Category B, UID #01740].



Figure 34. Western Springs Pump House, now part of MOTAT, supplied much of the water to the early Albert-Eden Local Board area.

Auckland Council, 2013



Figure 35. Manukau Water Supply Board Offices, 1911 (no longer extant).

Graham Bush, ed., *The History of Epsom* (Auckland: Epsom & Eden District Historical Society, Inc., 2006), 155.

By the 1890s, a series of dry summers and an ever-increasing population led Auckland City Council and the surrounding boroughs to look for ways to augment the Western Springs water supply. One such response was the formation of the Manukau Water Supply Board in 1896, a joint effort between the Epsom and One Tree Hill Road Boards. The Mount Eden Road Board was invited to join, too, but they preferred to rely on the city's water. The Manukau Water Supply Board tapped underground springs near Onehunga (in Spring Street) and pumped the water into a reservoir on One Tree Hill for distribution.¹⁵⁶ ¹⁵⁷ The Manukau Water Supply Board constructed offices on Manukau Road in 1911, clear evidence of the organisation's importance to the community.¹⁵⁸ The Manukau Water Supply Board was dissolved in 1917, with its assets split between the One Tree Hill Road Board and

¹⁵³ Franklin, 37-38.

¹⁵⁴ Angelo, 18-20; Walker, 26-7; G.W.A Bush, (1971), 281.

¹⁵⁵ Franklin, 37-38.

¹⁵⁶ Bush, *The History of Epsom*, 108.

¹⁵⁷ One Tree Hill Borough, *In the Shadow of Maungakiekie: A History of One Tree Hill and Its Environs from Pre-Maori Times to 1989* (Auckland, 1989), 49-50.

¹⁵⁸ Bush, *The History of Epsom*, 103.

Auckland City (which had just incorporated Epsom).¹⁵⁹ The Manukau Water Supply Board Offices were transformed into the Epsom Public Library and meeting hall in 1918, but has since been replaced by a modern library.¹⁶⁰

In 1898, Mount Albert Road Board began looking to secure a dedicated water supply for their district. The board soon reached an agreement with the asylum to pump water from the springs near Oakley Creek. The brick Mount Albert Pumping Station was built in 1904 on the asylum grounds (now Building 33 at Unitec). The asylum springs served as the primary water supply for the district until 1922, when the water became contaminated with sewage and caused a typhoid epidemic to spread through Mount Albert. After the outbreak, Mount Albert finally joined the city water system.¹⁶¹ The pumphouse still stands today, and is significant for its water supply role at both the asylum and wider Mount Albert area.

In 1902, Auckland City Council started using the Nihotupu supply in the Waitakere Range, which is where much of the city's water still comes from today.¹⁶² Keeping up with the demands generated by growth along the expanding tram lines, the Mount Eden Reservoir was expanded in 1929, with a new tank under construction next to the original tank. But the construction had a sensational twist: the excavation of the earth supporting the original reservoir caused the reservoir to collapse in March 1929, releasing millions of gallons of water and debris and flooding the low-lying neighbourhoods on the western slopes of Mount Eden.¹⁶³ The reservoir was eventually completed and is still extant today.

Collecting water was one thing, but reticulating it to all the residential areas continued to be a challenge into the early twentieth century. For example, some areas of Epsom fell outside the boundaries of the Manukau Waters Supply Board, and residents had to petition to gain access to the supply as late as 1915.¹⁶⁴ The Mount Eden and Mount Albert Boroughs worked to reticulate water mains to their residents throughout the first decades of the twentieth century.

3.2.2 Drainage, Sewerage & Rubbish

Early residents of the Albert-Eden Local Board area contended with major drainage and sewerage problems as it developed into a suburban district. Most early residences had a privy with waste collected regularly by a "night soil man," but this approach became less desirable as the area was urbanised. The Road Boards were supposed to focus on roading improvements, but in the absence of other local authorities, they were also expected to address sanitation issues. Ad-hoc committees were set up to work with the Road Boards on this issue, and a few meagre public health laws were passed around the turn of the twentieth century, mostly focused on livestock and the collection of night soil.

Residents were clamouring for better sanitation as the population increased, which was one of the main reasons independent boroughs were created. Even after the creation of boroughs, though, night soil disposal was still a big problem in the area. At the recommendation of a government health inspector in 1913, a six-acre site in Point Chevalier was designated as a sanitary depot for the use of Mount Albert, Mount Eden, Epsom, and

¹⁵⁹ "Reserves and other Lands Disposal and Public Bodies Empowering Act 1917," accessed at <http://legislation.knowledge-basket.co.nz/gpacts/public/text/1917/se/026se37.html>.

¹⁶⁰ Bush, *The History of Epsom*, 103.

¹⁶¹ Lisa J Truttman, *Wairaka's Waters: The Auckland Asylum Springs* (Self published by author, August 2007), 12-13.

¹⁶² Walker, 32.

¹⁶³ Franklin, 37-38.

¹⁶⁴ Bush, *The History of Epsom*, 108.

Eden Terrace. This was short-lived, though, as residents of Point Chevalier vehemently opposed the scheme. Another site in Morningside was instead leased for night soil and rubbish disposal, and remained in use for several years.¹⁶⁵

The most important progress towards effective waste disposal came in the form of the Auckland and Suburban Drainage Act, passed in 1908 to create a Drainage Board for metropolitan Auckland. According to a 1914 newspaper article, “The chief function of the Drainage Board is to provide a main intercepting sewer and main branch sewers for the reception of sewage from the various districts included in the drainage area, together with the screening, storage and discharge of this sewage into the sea at Okahu Point.”¹⁶⁶ The Drainage Board was responsible for Auckland City and surrounding suburban districts, including Epsom, Mount Eden, Mount Albert and One Tree Hill. The main sewer was completed in March 1914, but it was the responsibility of the often-disorganised local bodies to complete reticulation of their districts and connect with the system, with mixed results.¹⁶⁷ Around 700 homes in Epsom had branch sewers by mid-1914.¹⁶⁸ In the One Tree Hill Road Board, sewerage reticulation had been provided for the area north of Cornwall Park by about 1912, but much of the remaining district was not connected to the main lines until World War II.¹⁶⁹ Mount Eden Borough began working on a multi-phased scheme to drain its district in 1913, focusing on installing sewerage in the densely populated “clay belt” that would connect to the Drainage Board’s pending sewer mains.¹⁷⁰ The Mount Eden sewerage scheme was a large and expensive undertaking, finally nearing completion in 1930 using relief workers during the Great Depression to carry out much of the work.¹⁷¹

The complex volcanic topography of the Albert-Eden Local Board area resulted in low-lying pockets that were prone to flooding, especially in the Edendale/Sandringham area. Combined with the lack of sewerage reticulation, this caused major problems during storms. Residents complained well into the 1920s. Cabbage Tree Swamp (extending from today’s Gribblehirst Park to Eden Park) had long been an issue, and several attempts were made to drain it, most notably in 1901, 1907, 1914, and 1926.¹⁷² Gribblehirst Park was established in 1931 when a big drainage pipe was installed as part of the Mount Albert sewer reticulation scheme, completing the transformation of the swamp.¹⁷³ Calgary Street near the Sandringham Road tramway terminus was regularly reported to experience the most severe flooding (for example, two feet of stormwater was standing in the street with no place to drain in 1928).¹⁷⁴ Thames Street in Mount Eden, Roskill Swamp near Vincent Street (now Ōwairaka Avenue), Halston Road and Oxton Street in Edendale, Potter’s Park, and the Dominion Road tram terminus at Balmoral Road also tended to collect water. A plan for stormwater drainage had been proposed by the Mount Albert Borough in 1924, but as flooding persisted into the 1930s, the plan obviously did not work. Branch sewers were finally constructed by both the Mount Eden and Mount Albert Boroughs in 1930 to drain the southern edge of the district.¹⁷⁵

¹⁶⁵ Scott, 65-66.

¹⁶⁶ “Auckland Drainage Scheme,” *Auckland Star* (24 March 1914). Available online at [PapersPast](#).

¹⁶⁷ “Auckland Drainage Scheme,” *Auckland Star* (24 March 1914). Available online at [PapersPast](#).

¹⁶⁸ Bush, *The History of Epsom*, 108.

¹⁶⁹ One Tree Hill Borough, *In the Shadow of Maungakiekie*, 49.

¹⁷⁰ “The Drainage Scheme,” *Auckland Star* (17 June 1913). Available online at [PapersPast](#).

¹⁷¹ Angelo, 19-21.

¹⁷² Matthews & Matthews Architects Ltd. et al., *Sandringham Shopping Centre: Character Heritage Study* (prepared for Auckland City Council, November 2008), 31.

¹⁷³ “Swamp to park,” *Auckland Star* (27 March 1931). Available online at [PapersPast](#).

¹⁷⁴ “Storm and rain: heavy fall in province,” *Auckland Star* (14 May 1928). Available online at [PapersPast](#).

¹⁷⁵ “Mount Eden Council drainage progress,” *Auckland Star* (10 June 1930). Available online at [PapersPast](#).

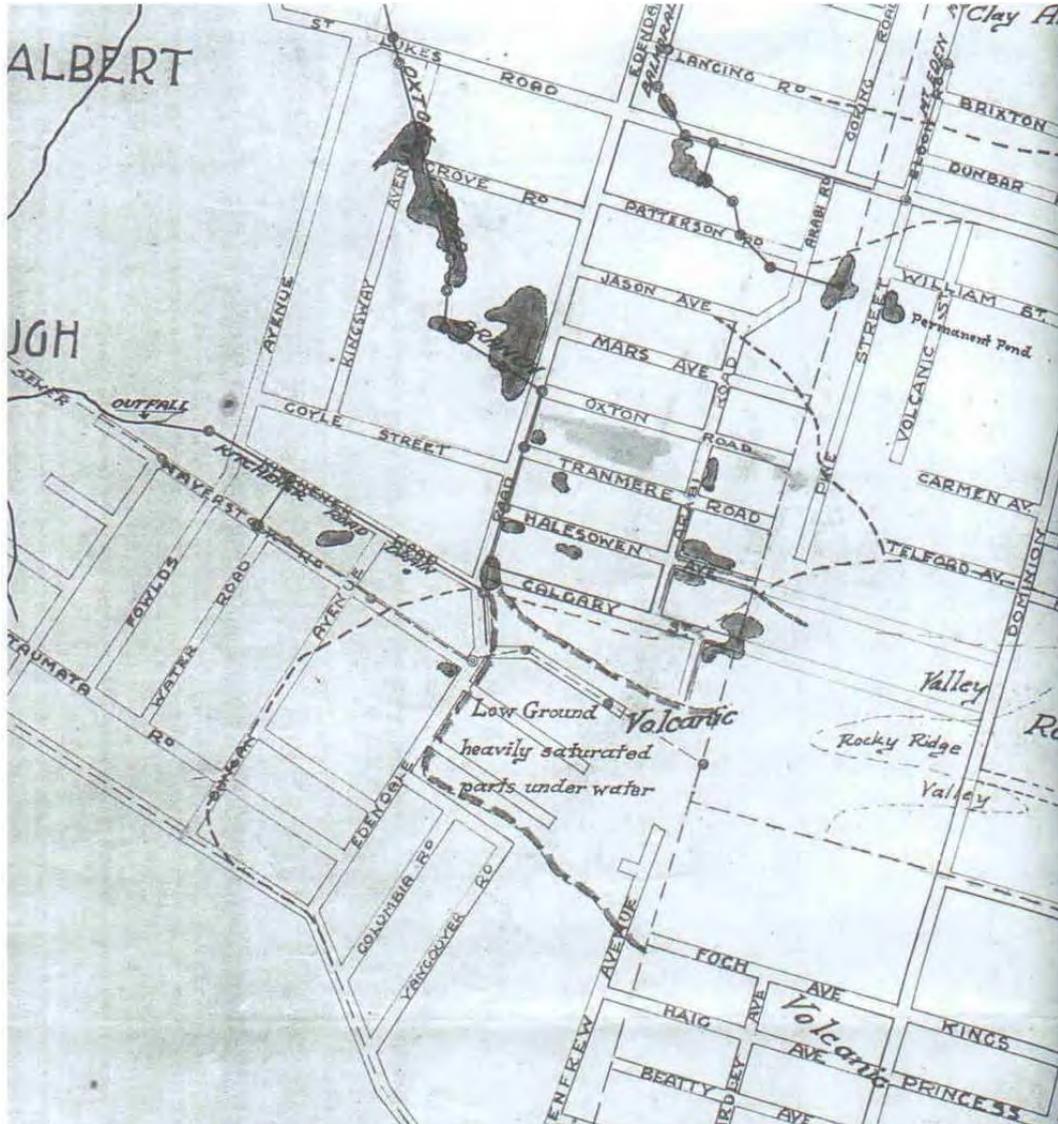


Figure 36. “Part of the plan showing Stormwater and Drainage of part of Edendale. The plan shows areas flooded for various periods in May and June 1924 (coloured dark) and proposed new drains.”

Auckland City Archives MAC 163/5. Reproduced in Matthews & Matthews, *Sandringham Shopping Centre*, page 20.

3.2.3 Power

Gas

The Auckland Gas Company was formed in 1862, and they had erected the first gas lamps in downtown Auckland by 1865. But gas was very expensive, so lamps throughout the city were extinguished at midnight to save money. Many early residents instead used kerosene lamps in their shops and homes, which was much more affordable.¹⁷⁶ In 1871, legislation was passed authorising the Auckland Gas Company to lay mains anywhere within a twelve-mile radius of the Central Post Office. Over the next few decades, the company took full advantage of this power and installed gas mains throughout suburban Auckland, sometimes without the cooperation of the local Road Boards.¹⁷⁷ By 1902, its mains network extended some 112 miles, “to the Avondale Asylum on the west, Onehunga in the south, and Remuera on the east.” The gas business boomed in the early twentieth century: between 1901 and 1910, gas production more than doubled and the number of consumers rose from 8,100 to more than 18,000. By 1916, a majority of private residences were connected to the gas supply for cooking, heating, and lighting.¹⁷⁸

Installation of gas street lighting varied greatly within the Albert-Eden Local Board area, depending on the priorities and budgets of each local Road Board. Given this, tracing the chronology of gas street lighting—although it was an essential public utility—is not necessarily an accurate indicator of the extent of gas reticulation in the area. Parts of Mount Eden closest to the Auckland City limits began to get gas lighting in 1889, with the remaining areas largely covered by 1900.¹⁷⁹ ¹⁸⁰ In Epsom, gas lamps were installed as early as 1896, but the Auckland Gas Company was constantly digging up the roads to lay the gas mains, hindering the Road Board’s road surfacing projects. The Epsom Road Board was reluctant to spend funds on street lighting, so residents struck a deal whereby they footed the bill for the standards if the board agreed to fund the operation. By 1915, there were 68 gas lamps in Epsom.¹⁸¹ The main road through Kingsland was lit with 17 gas lamps in 1904 with rates collected by the Mount Albert Road Board.¹⁸²

Electricity

Electricity was not entirely unknown in the nineteenth century—the first Auckland house was wired for electricity in 1882—but production and distribution was uneven and inefficient. The Auckland Gas Company recognised the potential for electricity but was unsuccessful in their petition to provide electricity in the 1890s.¹⁸³ The first major effort to provide public electricity was the Auckland City Council Electricity Department, founded in 1908 using power generated from the city refuse destructor (now Victoria Park Market) [*Category A, UID #02074*]. A coal-fired station constructed at King’s Wharf in 1913 soon supplanted the refuse destructor as the main source of Auckland’s electricity.¹⁸⁴ ¹⁸⁵

¹⁷⁶ Jennifer King, *Sign of Service: A History of the Auckland Electric Power Board, 1922-1972* (Auckland: Wilson and Horton Ltd., 1972), 3-4.

¹⁷⁷ Bush, *The History of Epsom*, 143.

¹⁷⁸ Martin Jones, “Auckland Gas Company and Workshops” (NZHPT Registration Report, 1 June 2011), accessed at <http://www.historic.org.nz/TheRegister/RegisterSearch/RegisterResults.aspx?RID=542>.

¹⁷⁹ Eden Park Neighbourhood Association, “History of the Area,” available online at http://www.epna.org.nz/c_history.html.

¹⁸⁰ Franklin, 26.

¹⁸¹ Bush, *The History of Epsom*, 143.

¹⁸² Scott, 59.

¹⁸³ King, 4-5.

¹⁸⁴ *Ibid.*

¹⁸⁵ Joan McKenzie, “Auckland Electric Power Board Substation” (NZHPT Registration Report, 22 July 2010), accessed at <http://www.historic.org.nz/TheRegister/RegisterSearch/RegisterResults.aspx?RID=4509>.

With the State Supply of Electrical Energy Act 1917 and the Electric Power Board Act 1918, the state government acknowledged the importance of electricity as an essential service for New Zealand. Under this legislation, the state partnered with local authorities to generate and distribute electrical power across the country. Additional substations were constructed in the Auckland region to meet the ever-growing demand and reflect the increased confidence in electricity.¹⁸⁶ Within the Albert-Eden Local Board area, an Epsom Substation was opened in Gillies Avenue in 1917 (no longer extant).¹⁸⁷

The Auckland Electric Power Board was formed in 1921 as the first official power district in Auckland. The Power Board took effect on 1 April 1922, inheriting all the assets of the former Auckland City Council Electricity Department. The original power district comprised Auckland City and surrounding suburban districts, including all the jurisdictions within the Albert-Eden Local Board area. One of the Power Board's first decisions was an agreement with the central government to erect the Arapuni hydro-electric power station on the Waikato River. The central government agreed to build the station if they could be assured a large enough demand for the power, so the Power Board committed to an extensive reticulation plan to guarantee the demand.¹⁸⁸

Under the improvised Auckland City system, electricity only extended into downtown and small sections of Epsom and Mount Eden, but under the new Power Board, most of the Albert-Eden Local Board area was reticulated during the 1920s. In Mount Eden, electric streetlights replaced gas in the early 1920s.¹⁸⁹ By 1923, electrical lines extended through Epsom along Manukau Road as far as Onslow Avenue, and along the full length of Gillies Avenue.¹⁹⁰ As part of the reticulation improvements, a new substation was erected in Kingsland at the corner of Kingsland Terrace and Central Road in 1922 for a cost of £8750. This building was replaced by a new substation building in the 1960s.¹⁹¹ ¹⁹² Similar improvements were made in other areas of the Isthmus.

The Power Board introduced new domestic rates in 1924 to help promote the use of electricity in the home. Electric stoves were introduced in the 1920s, and other electrical products soon followed suit. The hydro-electric supply was desperately needed to keep up with the shift towards the "all-electric home." To tide the city over until the Arapuni supply was ready, the Power Board constructed a new transmission line to Horahora, another Waikato River power station, finished in 1925. The first supply of Arapuni power finally reached Auckland on 2 June 1929, although technical problems with the new dam extended Auckland's reliance on the Kings Wharf station until 1932.¹⁹³ ¹⁹⁴

¹⁸⁶ Ibid.

¹⁸⁷ Lisa J Truttman, "Electrifying Auckland, 1908-1925," *Timespanner Blog* (11 January 2011), accessed at <http://timespanner.blogspot.co.nz/2011/01/electrifying-auckland-1908-1925.html>.

¹⁸⁸ King, 10-11.

¹⁸⁹ Franklin, 53.

¹⁹⁰ Bush, *The History of Epsom*, 144.

¹⁹¹ "Kingsland Substation," (1925). Sir George Grey Special Collections, [Auckland Libraries](#), 7-A5125.

¹⁹² "Electric Power Board," *Auckland Star* (8 May 1923). Available online at [PapersPast](#).

¹⁹³ McKenzie, "Auckland Electric Power Board Substation" (NZHPT Registration Report).

¹⁹⁴ King, 18-20.



Figure 37. Kingsland Substation, 1925 (no longer extant), exemplifies the earliest type of AEPB substation design.

Sir George Grey Special Collections, Auckland Libraries, 7-A5125.



Figure 38. 62-66 The Drive, Epsom. Constructed 1930. Photo courtesy NZHPT, www.historicplaces.org.nz.



Figure 39. Balmoral Substation, 250 Balmoral Road. Constructed 1941-42. Auckland Council, 2013.

By the early 1930s, Auckland was thoroughly electrified, and the Power Board needed new substations to more effectively distribute their hydro-electric power and support the needs of the expanding electric tramway system. In 1930, three substations were erected in suburban residential neighbourhoods, each conveniently located near local shopping centres and major arterial roads: in Epsom at 62-66 The Drive (still extant) [*Category B, UID#01888*]; in Point Chevalier at 1094 Great North Road, replaced by a modern station); and in Remuera at 2-4 Minto Road (still extant).¹⁹⁵

As Auckland grew during and after World War II, the Power Board again expanded its network to meet demand, especially in the new state house developments. Two more substations were constructed within the Albert-Eden Local Board area in 1942: one on Mount Albert Road at the corner of Sandringham Road to serve the Mount Roskill Borough, and another on Balmoral Road to serve Mount Albert and Mount Eden [*added to schedule through this project as Category B, UID#02581*]. Newspaper articles indicate that these stations were needed to distribute electricity from additional supply points in the Waikato, and were designed to allow for a variety of switching operations that would make the supply as flexible as possible.¹⁹⁶ By 1945, the Power Board was undertaking £1.5 million worth of system upgrades, not including the cost of the buildings. Construction was underway on a

¹⁹⁵ McKenzie, "Auckland Electric Power Board Substation" (NZHPT Registration Report).

¹⁹⁶ *Auckland Star* (18 November 1941), available online at PapersPast.

new power station on Quay Street (completed 1946), which was to replace the Kings Wharf station that had been operating since 1913. Cables were being laid from the new Quay Street generator to the Kingsland, Balmoral, and Hobson Street substations.¹⁹⁷ The 1940s Power Board building campaign culminated in 1947 with the completion of a large substation and transmission depot in Penrose, which appears to have replaced the receiving station erected in the 1920s to process the hydro-electricity coming from the Waikato River. Substations from this period typically featured Art Deco or Streamline Moderne style, symmetrical façades, and incised “AEPB” letters.

The Power Board’s network was again expanded in the 1960s, with a new type of substation constructed in the outer suburbs such as St. Heliers, Avondale, Mangere, and Howick. These substations typically featured concrete block construction, decorative concrete blocks, and ribbon windows; each was organised as a pair of transformer bays flanking a central courtyard.

The Auckland Electric Power Board was reorganised as Mercury Energy in 1993 as part of nationwide reforms to the energy industry. Further reforms in 1998 created Vector Limited, which is the lines company that owns and operates Auckland’s electrical supply today. Vector oversees more than 100 substations throughout the greater Auckland region.¹⁹⁸

The electrical substation is a unique public utility property type, and historic substations are easily identifiable. Buildings of this type associated with the Auckland Electric Power Board are likely to be significant because they represent the increasing domestic use of electricity and the resultant expansion of the electricity network into suburban areas of Auckland. These substations typically featured Art Deco or Streamline Moderne style, symmetrical façades, and incised “AEPB” letters. There are at least four extant heritage substations in the Albert-Eden Local Board area: Epsom (1930), Balmoral (1942), and Mount Roskill (1942), and Mount Eden Road (1947). Gas or electric light standards, if any remain, are also likely to be significant as a reflection of the evolution of power and utilities in Auckland.

¹⁹⁷ *Auckland Star* (5 January 1945), available online at [PapersPast](#).

¹⁹⁸ Auckland Energy Consumer Trust, “AECT History,” accessed at <http://www.aect.co.nz/about-the-aect/history>.

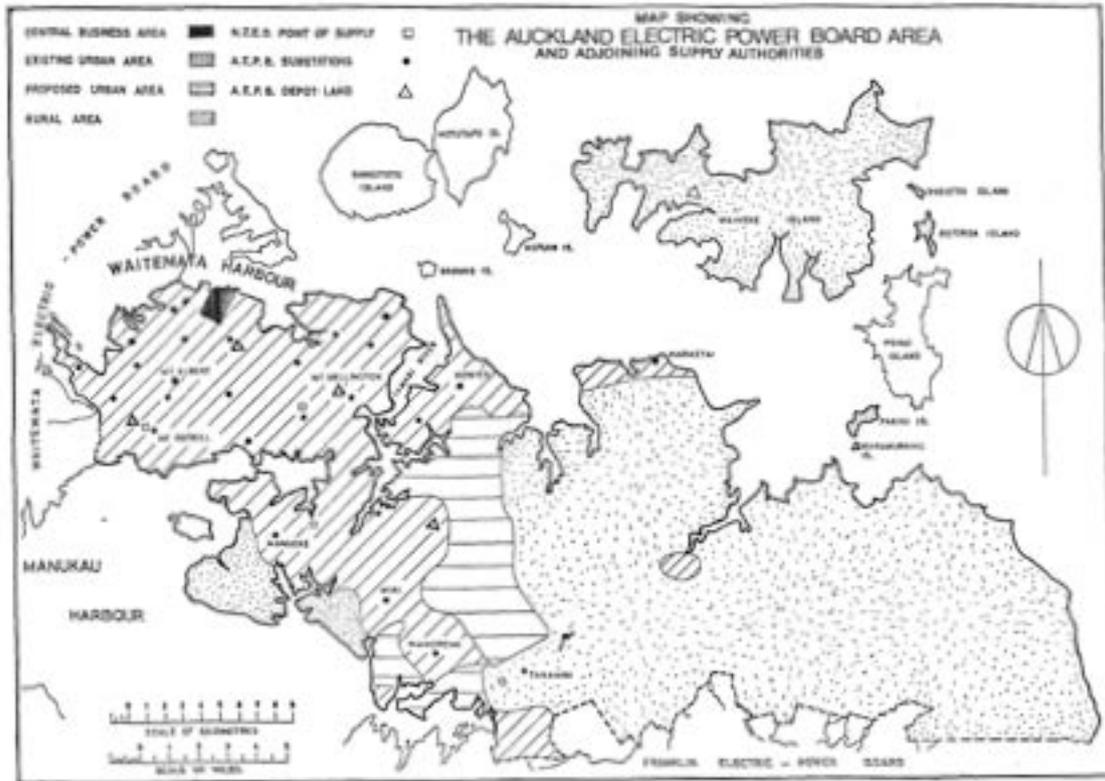


Figure 40. Map of Auckland Electric Power Board Area, showing substations & jurisdiction in 1972.

Jennifer King, *Sign of Service: A History of the Auckland Electric Power Board, 1922-1972.*

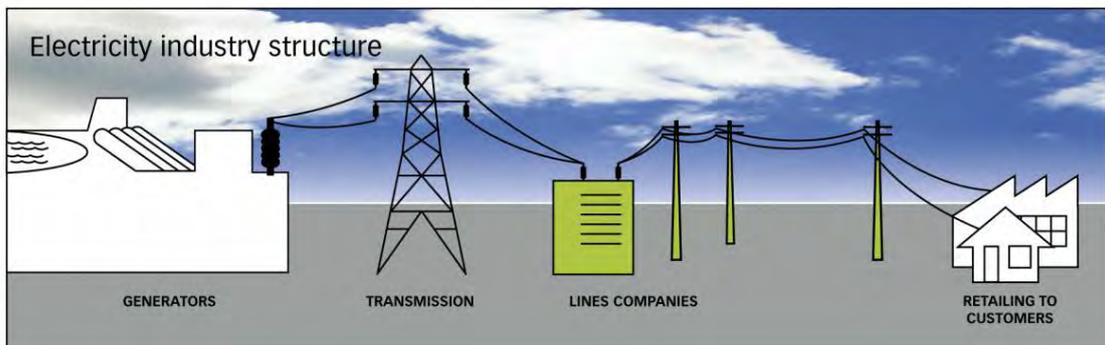


Figure 41. Auckland's electrical system today. Green shaded areas indicate Vector's substations.

Graphic courtesy Vector Limited, available online at <http://www.vector.co.nz/electricity>.

CHAPTER 4: BUILDING THE CITY

Not unlike other areas, the history of the Albert-Eden Local Board area is one of changing ways of life. This is reflected in the layout and built form of the area. As suburban development progressed, some sites were developed to provide for the other needs of the new residents. Retail buildings, schools, and churches developed, generally following the transport routes that supported residential development. This section focuses on broad residential and commercial development themes, while services supporting these trends are discussed in detail in **Chapter 6: Ways of Life**.

The key topic within this theme is the progressive residential subdivision of the Local Board area following the expansion of the public transportation network. This development can be divided into seven broad periods: Māori Settlement, Early subdivisions (1840-1870), Victorian era (1870-1900), Edwardian era (1901-1919), Interwar period (1920-1939), World War II & Postwar era (1940-1965), and Modern (1966-present). The development of the Local Board's town centres—small commercial shopping precincts along busy transport routes—is also explored under this theme. Residential and commercial architecture in the Albert-Eden Local Board area follows general Auckland and New Zealand trends, but this section summarises key architectural styles as they apply within the Local Board area.

Potential heritage places associated with this theme may include groups of residences from a particular period, town centres with strong physical cohesion and contextual values, and individual buildings that exemplify a particular architectural style or the work of a prominent architect. Archaeological evidence of early Māori settlement is also extremely important under this theme, although this is not discussed in detail in this document because a definitive history of the Māori occupation of the Tāmaki isthmus has yet to be written.

4.1 Settlement Patterns

4.1.1 Māori Settlement

The Albert-Eden Local Board area was located at the heart of what was once a powerful network of pā. Although no longer immediately obvious in the landscape today, the slopes of the volcanic cones were once used by Māori for habitation and crop cultivation prior to the arrival of Europeans. Whanau groups had the use of small strips, often defined by stone features, used for both dwelling and cultivation. Descriptions of the Māori settlement of the three volcanic cones (maunga) in the Albert-Eden Local Board area are recounted here:

Maungawhau (Mount Eden): The following description of Maungawhau was taken from the *Maungawhau Heritage Walks* brochure published by the former Auckland City Council:

Tāmaki Makaurau, the Auckland isthmus, is renowned throughout Aotearoa as having the most formidable and elaborately fortified pa in Aotearoa – New Zealand. Maungawhau (Mt Eden) formed part of a network of pa together with Te Whau (Blockhouse Bay) to the west, Maungakiekie (One Tree Hill) to the south and Maungarei (Mt Wellington) to the east that saw Tāmaki Makaurau become the most populous and thriving centre of Maori civilization, with Maungawhau itself home to thousands.

The ancient volcanic cone fortress became the citadel of Te Hua Kai Waka, a rangatira who united the various tribes of the Tāmaki Isthmus under the

confederation known as Te Waiohūa. Under his reign, Tāmaki saw an unprecedented period of peace and prosperity that led to the saying, 'Te pai me te whai rawa o Tāmaki', 'The wealth and luxury of Tāmaki'.

In 1841, Ngati Whatua rangatira, Apihai Te Kawau, defined from the summit of Maungawhau what would become the largest Polynesian city in the world, with a 3,000-acre gift of land to the colonial government. With the 'Musket Wars' recently ended and a shaky peace installed, Te Kawau sent his son Te Hira to the Bay of Islands in the north, into hostile territory, to 'fetch' Governor Hobson offering him land if he would come to Tāmaki Makaurau. This block of land has its apex at Maungawhau with the western boundary in a straight line out to Opou (Cox's Creek) while the eastern boundary is at Mataharehare (Hobson Bay). Governor Hobson arrived a year after that visit and was given another 8,000 acre block of land ensuring Pakeha amongst their midst and laying the foundation for a hoped-for bi-cultural nation.

Titahi is the famed engineer credited for designing massive earthworks to create the volcanic pā of Tāmaki Makaurau. He is said to have modelled the elaborate earthworks on his moko. Maungawhau is named after the Whau tree, one of the world's lightest woods it was used for fishing floats and utility rafts. New cultivation techniques brought from the Pacific saw massive production of Taro and Kumara. Huge gardens spread from the base of Maungawhau through the modern day Mt Eden suburb with volcanic rocks used as passive solar heating for seed raising beds to help tropical crops adapt to the colder environment.

Te Tuahu o Hua Kai Waka on the slopes of Maungawhau is the ancient shrine where ceremonies were performed for significant events and battles. Maungawhau is also the repository of kōiwi (human remains) with burials across the mountain and the Mt Eden suburb. Tangata Whenua continue to observe customary practices on Maungawhau. Matariki or the Maori New Year is one such practice observed before dawn in June each year.¹⁹⁹

Ōwairaka (Mount Albert): The following description of Ōwairaka was taken from the *Ōwairaka-Mount Albert Heritage Walks* brochure published by the former Auckland City Council:

Ōwairaka maunga and the other volcanic cones are said to result from the efforts of powerful tohunga from Waitākere to destroy a war party from Hunua. This was provoked by the illicit love affair between a girl of their people, Hinemairangi, and Tamairēia of Waitākere. Volcanic forces which were controlled by the unborn god child Rūaumoko, who was restless within the womb of his earth mother Papatūānuku, were released.

An alternative explanation for their formation is that the efforts of powerful tohunga threw them off the Waitākere coast to land in Tāmaki. Another suggestion is that their creation was caused by Mahuika, goddess of fire, who was called upon by Mataaho, the giant, to warm him. A further explanation is that Tāmaki Makaurau is part of the great fish caught by Maui and its irregularities were caused by his brothers' careless efforts to carve it up.

¹⁹⁹ Auckland City Council et al., *Maungawhau Heritage Walks*.

These traditions reflect tribal cosmological beliefs and explain the environment Māori ancestors and their descendants have encountered. They link ancestral names and events to landscapes and provide an unbroken association with the formation of Tāmaki Makaurau and its many generations of ongoing human occupation. They also reflect the spiritual nature of the mountains, associated with the actions of the gods themselves and the very body of our earth parent.

Originally, the maunga was known as Ōruarangi in honour of the chief Ruarangi. Besieged by his brother Ohomatakamokamo Ōwairaka, Ruarangi and his people fled through a lava cave which some sources claim was a tunnel they excavated. Ohomatakamokamo and his warriors entered Ōwairaka at dawn when they heard the pā's dogs howling and found the tunnel. In many versions of the story Ruarangi is recorded as being too big to squeeze through the narrowest part of the tomo and doesn't reach the end.

Another early korero relating to Ōwairaka maunga involves a woman named Wairaka who lived there. Although she was married, Hauāuru, the west wind of Waitākere, yearned for her. One day when her husband, Tamatea, was away Hauāuru sent sweet sounds and words across the isthmus. Wairaka fell in love with him and they eloped together as far as Westport in Te Wai Pounamu. Tamatea caught up with Wairaka there and she allowed herself to drown in the sea reappearing as a rock pillar which still bears her name.

Titahi is credited for terracing and defence works on Ōwairaka living there for a time with a section of his tribe. During Titahi's time, Ōwairaka may have been the 'sister mountain' to his greatest carving, Maungakiekie. Although terribly damaged by quarrying, terraces, stone walls, pits and middens can still be found on the mountain today.

Just before the Te Taoū conquest of Tāmaki, Ōwairaka was a pā of the Waiohua confederation of Tāmaki. Their ariki Kiwi would reside there in the kuaka (godwit) season from March to April and the tribe would go hunting. At that time, the peak population of the settlement is estimated to be around one and a half thousand.

The people of Ōwairaka sent warriors against Te Taoū o Ngāti Whātua at the great battle of Paruroa where the Waiohua were defeated. Ōwairaka was captured and occupied by members of Te Taoū, Ngā Oho and Te Uringutu. Following strategic marriages between the Te Taoū and the defeated Waiohua, the ancient bloodlines of Tāmaki were joined with those of the victors. Ngāti Whātua o Orakei thus shares descent from previous groups who have occupied Tāmaki over the centuries.

Today we recognize our role as kaitiaki for the wāhi tapu, wāhi whakahirahira (sites of significance) and histories of all ancestral groups that have occupied Tāmaki over time whilst acknowledging the rights of other descent groups to hold and tell their stories too.²⁰⁰

Titikopuke (Mount St John): Mount St John's Māori names include Titikopuke, Te Kopuke, Puketitoko and Ohinerau. Compared to the other nearby cones, it has an especially well-

²⁰⁰ Auckland City Council. *Owairaka-Mount Albert Heritage Walks*.

preserved crater and remains as an important example of a volcanic pā. The Māori occupation of Titikopuke was summarised in *The History of Epsom* (2006):

“The mountain was occupied by the Waiohua (Wai-o-hua) people under the leadership of Kiwi Tāmaki in the earlier half of the eighteenth century, but was also probably inhabited in earlier periods. After the defeat of Kiwi Tāmaki about 1750 it was left deserted. At its busiest the mountain could have been a home for several hundred people. At least six iwi claim association with the mountain, including the Ngati Maru of Thames, whose members are descended from earlier local occupants. The Māori built terraces on the upper slopes of the cone, with earthwork defences along the cone rim, other defensive ditches further down, and gardens on the lower slopes and on the surrounding flat land. There is evidence of about 25 terraces both inside and outside the crater rim, storage pits and probably also some palisades.”²⁰¹

4.1.2 Subdivision and the Advance of Residential Development (1840-1870)

In 1840, Governor Hobson set about making Auckland the capital of the province due to its advantageous location, and so he purchased 3,000 acres of land in Tāmaki Makaurau from Ngāti Whātua. This purchase included much of the land within the modern day boundaries of the Albert-Eden Local Board area, and in the following year another 13,000 acres of land was purchased that included the rest of the isthmus, including Morningside and Mount Albert. By 1854, the only remaining Māori land on the isthmus was at Orakei.²⁰²

The land that had been purchased by the Crown was surveyed by Surveyor General Felton Mathew and divided into rural tracts to be sold to European settlers, primarily for agricultural use. During the early 1840s, the Mount Eden area was subdivided into 74 Crown Allotments within Sections 6 and 10 of the Suburbs of Auckland. These Crown Allotments established a new system of tenure, enabling farming in the hinterland surrounding the new town of Auckland. The allotments were collectively bordered by present-day Dominion Road to the west, Mount Eden Road to the east and Normanby Road to the north. The only other road existing in the area at this time was Balmoral Road (formerly Epsom-Mount Albert Road). Between November 1842 and August 1859, the majority of the allotments were sold to the public in a series of auctions; purchased by individuals as either long-term farming ventures or as a means to generate a swift speculative profit.²⁰³ The regularly-spaced allotments around Mount Eden stood in contrast to the more abstract, larger lots that were created in Mount Albert, Mount Roskill, and Point Chevalier.

On the volcanic fields that flowed from Maungawhau, Ōwairaka, and Maungakiekie, the boundaries of these Crown Allotments were frequently defined by the field stone used to construct dry-stone walls. It can be assumed that at least some of the field stone was derived from these structures of cultural origin. In this regard, it is worth noting that while basalt stone is a natural material, readily sourced from the site and local area by gathering field, the surviving walls also include some recycled material with cultural associations for pre-European habitation and use of the local area.

In some instances early basalt (or ‘scoria’) dry-stone walling, some of which would have defined original Crown Grant allotments, still remains. Early twentieth century photographic

²⁰¹ Bush, *History of Epsom*, 398-399.

²⁰² Bassett and Kay, 35.

²⁰³ Oliver, 1-5.

images record the presence of stone walls bounding rural paddocks as suburban development encroaches. Subdivision plans sometimes also record the presence of stone walls at the time of subdivision. The subdivision approach adopted generally allowed for a new road into the middle of the site, with the stone walls defining the rear boundaries of deep rectangular lots. Any remaining dry stone walls in the Albert-Eden Local Board area are likely to be significant as rare examples of the earliest subdivision of the land.

Some of the oldest remaining houses in the area were constructed as dwellings on the original grants, such as the Coldicutt house in Mount Eden [*Category A, UID#01751*] and the Kerr-Taylor house (in Mount Albert (later enlarged and now widely known as 'Alberton') [*Category A, UID#01736*]. Others, such as Thomas Paton's 'Eden Hill' (designed by William Mason, the first architect to practise in New Zealand) have come and gone.



**Figure 42. Coldicutt House, 7
53 Mount Eden Road, 1963.**

Sir George Grey Special Collections, Auckland Libraries, 7-A469.



**Figure 43. Kerr-Taylor House,
known as "Alberton."**

Photo courtesy NZHPT, www.historicplaces.org.nz.

In the land from Epsom through to Remuera, land was used to create what might be regarded as country estates, which gave wealthy Aucklanders an attractive living option away from harsh conditions in the town itself, but within a carriage ride of their place of business. Frequently elaborate houses would be complemented by landscaped ground including exotic specimen trees. One such example was 'Brightside', the estate of George Burgoyne Owen, a merchant trading in the Pacific. His extensive estate was progressively subdivided over the years. His house was designed by notable architect William Mason, and constructed contemporaneously in 1856, with which it shared some aspects of design and detailing. Brightside, in extended and modified form, was demolished in the 1990s. A number of the specimen trees planted by Owen, in particular South Queensland Kauri, still contribute to the historic character of the area.

Most of Auckland's early urban settlement occurred in the city centre, but it began to creep into the Albert-Eden Local Board area in the mid-nineteenth century. In Epsom, the earliest known residential subdivision was 33 lots promoted by William Hart in November 1845.²⁰⁴ Other early subdivisions recorded in the area were primarily located in Eden Terrace, the northern half of the Mount Eden Road Board, or around the base of Ōwairaka and Titikopuke. For example, a 70-lot subdivision on the northern slope of Maungawhau named "Edensor" was put up for auction in October 1864.²⁰⁵ Ten years later, 33 suburban villa sites

²⁰⁴ Bush, *The History of Epsom*, 26.

²⁰⁵ Sir George Grey Special Collections, Auckland Libraries, NZ Map 4496-21.

on the west side of Mount Eden Road were auctioned under the name “Edenside.”²⁰⁶ A larger subdivision was recorded in Waterview in 1861, touting over 200 “suburban homes and villa sites,” pleasant coastal climate, and proximity to transport along Great North Road and the water supply at Oakley Creek. Unfortunately for Waterview’s promoters—who had “...no doubt of Waterview speedily becoming of equal importance with the villages of Newmarket, Mount St. John, and Epsom”—it appears that not much was built in this subdivision until the twentieth century.²⁰⁷

4.1.3 Victorian-Era Suburban Development (1870-1900)

Just as today, historic suburban development in the Albert-Eden Local Board area was driven by economic reality during the Victorian era. The growing population needed to be housed. For working people with the means to pay for transport, a suburban location became possible as public transportation was progressively extended. Land speculators capitalised on this demand, buying up and subdividing large tracts of farmland.

By the 1880s, there was no turning back: the Albert-Eden Local Board area would be subdivided for suburban residential use. Hundreds of subdivision maps were recorded in the last decades of the nineteenth century. Some were small with less than ten lots; others were expansive tracts with over a hundred lots. In all cases, real estate promoters marketed their developments as suburban lots, villa sites, or small farms using catchy names and optimistic, idyllic descriptions. The results of this are immediately apparent on turn-of-the-century cadastral maps of the Albert-Eden Local Board area, which show a combination of fine-grain subdivisions and 1- and 2-acre suburban farms scattered among large agricultural tracts.

The first tracts to be subdivided for residential use were those closest to the main transport routes such as Mount Eden and Dominion Roads. As transport improved, settlement extended further from the city centre. Transport to the city was first facilitated by walking, then horse and carriage, then tram and train, and finally automobile; residential development progressed accordingly.²⁰⁸ Residential development had begun in Mount Eden as early as 1864, and continued to intensify through the later years of the Victorian era, although agricultural uses persisted into the early twentieth century. Mount Albert and Point Chevalier were settled later due to the swampy nature of the land and poor drainage, as well their location slightly further from the city centre.²⁰⁹ Commercial development accompanied the residential growth, and shopping centres developed along the main roads such to allow people to be close to services and provisions.

²⁰⁶ Sir George Grey Special Collections, Auckland Libraries, NZ Map 4496-22.

²⁰⁷ Sir George Grey Special Collections, Auckland Libraries, NZ Map 3547.

²⁰⁸ Boffa Miskell Ltd, “Auckland Isthmus: Heritage Themes Mapping.”

²⁰⁹ Dick Scott, *In Old Mt Albert* (Auckland: Southern Cross Books, 1983), 71.

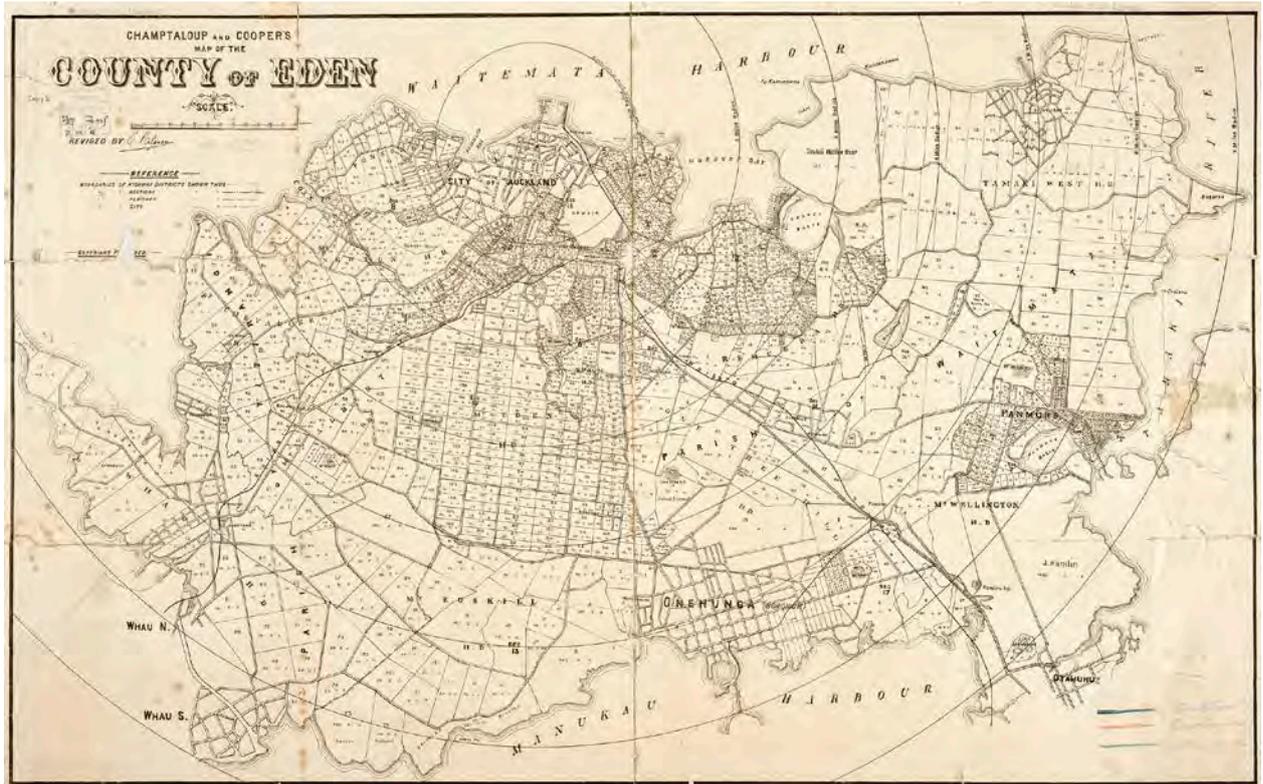


Figure 44. Champtaloup and Cooper's Map of the County of Eden, circa 1885.
Note clear pattern of original Crown Grant Allotments in Mount Eden.
Sir George Grey Special Collections, Auckland Libraries, NZ Map 90.



Figure 45. Map of Eden County showing original sections and subdivisions thereof, circa 1900.
Note combination of original allotments, suburban farms, and residential lots.
Sir George Grey Special Collections, Auckland Libraries, NZ Map 7-A14275.

The following are a few key examples of the type of subdivisions that occurred in the Albert-Eden Local Board area during the Victoria era:

- **Kingsland** was laid out in 1882, with the first 200 lots on the east side of Kingsland Avenue successfully sold at auction in November 1882. An additional 200 lots on the west side of Kingsland Avenue were auctioned off in March 1885.²¹⁰
- **Morningside** was first established by Allan Kerr Taylor in 1865, with the successful auction of 96 of the 120 lots. However, most of the allotments were sold with buyers only having to pay a third of the cost up front, and many purchasers defaulted on their mortgages. After Taylor successfully lobbied to get the main passenger and freight station on his property in 1880, demand for land in Morningside increased, so he organised a second Morningside subdivision in 1882 (which included much of the same property as the 1865 auction) and a third subdivision in 1883.²¹¹
- The first large-scale residential subdivision in **Point Chevalier** was Springside, which included 108 suburban allotments at the corner of Great North Road and Point Chevalier Road; laid out two new streets, Albert Road and Morton Road (now Alberta Street and Montrose Street, respectively); and set aside a church reserve and a school reserve.²¹²
- Benfield Estate was a 36-acre property in **Mount Albert** near the railway station at the corner of Carrington Road and New North Road. The property was offered for sale in 1884 as a single estate, with the provision that if it was not sold as a whole, it would be put up as smaller residential sections.²¹³

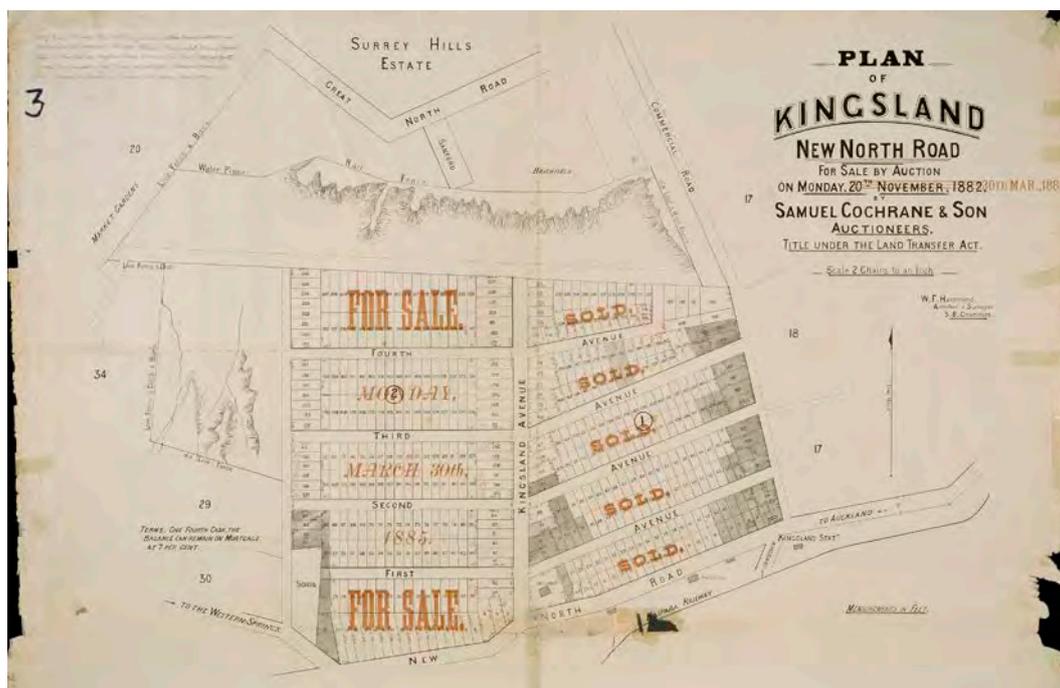


Figure 46. “Plan of Kingsland, New North Road, for sale by auction on Monday 30th March, 1885 by Samuel Cochrane & Son, auctioneers.” This was typical of subdivisions from this era.

Sir George Grey Special Collections, Auckland Libraries, NZ Map 4497-3.

²¹⁰ Sir George Grey Special Collections, Auckland Libraries, NZ Map 4497-3.

²¹¹ Matthews and Matthews Architects Ltd. et al., *Morningside Heritage Study* (prepared for Auckland City Council, June 2009), 8-10.

²¹² Sir George Grey Special Collections, Auckland Libraries, NZ Map 2695.

²¹³ Sir George Grey Special Collections, Auckland Libraries, NZ Map 4497-20

Vacant lots in these new subdivisions were typically offered up for sale at public auction, and were purchased by settlers and speculators alike. In order to attract buyers, auctioneers commonly required only a fraction of the asking price to be paid at the time of purchase. This practice meant that actual construction often lagged behind the land sales while the property was held in arrears. Still, the population of the Mount Albert Road Board (including Morningside, Ōwairaka and Kingsland) grew from 642 people in 1881 to 1,425 in 1886.²¹⁴ Mount Eden posted a similar scale increase, growing from 1,135 in 1881 to 3,144 five years later. In the Epsom Road Board, which was still primarily agricultural, the population only grew from 484 in 1876 to 660 in 1895.²¹⁵

4.1.4 Edwardian-Era Suburban Development (1901-1919)

New ideas and attitudes about architecture and city planning at the turn of the twentieth century—especially the “garden city” and Arts and Crafts movements imported from Britain and America—influenced residential development patterns in Auckland, and coincided with the introduction of the electric tram. Electric tram services were introduced in 1902 by the Auckland Electric Tramways Company, leading to rapid suburban development along the tram routes. The success of the tram network coincided with a residential building boom just before World War I, which resulted in an incredible number of houses constructed in the Albert-Eden Local Board area between 1910 and 1915. Elaborate Edwardian-style villas and “transitional villas”—a new hybrid style that heralded a shift towards bungalow living—soon filled the Albert-Eden Local Board area. Both Mount Eden and Mount Albert became independent boroughs at this time (1906 and 1911, respectively) in order to effectively support this growth.

Mount Eden was the fastest-growing Auckland suburb in the early twentieth century, especially after the tram lines on Dominion Road and Mount Eden Road opened in 1908. In 1912, 296 building permits were recorded in the Mount Eden Borough, and it posted similar figures in subsequent years. According to an *Auckland Star* article from April 1912, “This [construction trend] is chiefly due to the number of estates which were divided up, among them being Patterson’s, Victoria, Edenholm, Rautangi, Ferndale, Mount View, Tenterden, Croydon, Carmen Avenue, St Albans, and Halston.”²¹⁶ Many of these estates were in Balmoral (then known as Edendale), leading to the boom of that neighbourhood: twenty new residential subdivisions were recorded before World War I in Balmoral alone, and the tram lines were extended to Balmoral Road circa 1914.

Mount Albert Borough was not far behind Mount Eden, with 194 permits issued in 1912—second among the inner suburbs. Most permits were for dwellings costing between £400 and £500.²¹⁷ Mount Albert’s growth was certainly linked to transportation advances along New North Road. Kingsland was the first neighbourhood to receive trams, with the line reaching Page’s Store in May 1903. A series of small residential subdivisions soon followed in Kingsland and Morningside, including the William Hirst property in 1904 (at Wolseley Street and New North Road) and William Motion’s property in 1907 (between Western Springs Road and Springfield Road).²¹⁸ The tram line reached Morningside in 1912, and Mount Albert town centre in 1915. In Mount Albert as in Mount Eden, “A gradual move is

²¹⁴ Matthews and Matthews Architects Ltd. et al., *Morningside Heritage Study*, 11.

²¹⁵ Bush, *The History of Epsom*, 41.

²¹⁶ “Growth of the City,” *Auckland Star* (8 April 1912). Available online at [PapersPast](#).

²¹⁷ *Ibid.*

²¹⁸ DP 3432 and DP 4838. Matthews and Matthews Architects Ltd. et al., *Morningside Heritage Study*, 11.

now [1912] being made in the direction of Edendale, and Mount Albert proper is showing signs of becoming a favourite place of residence.”²¹⁹

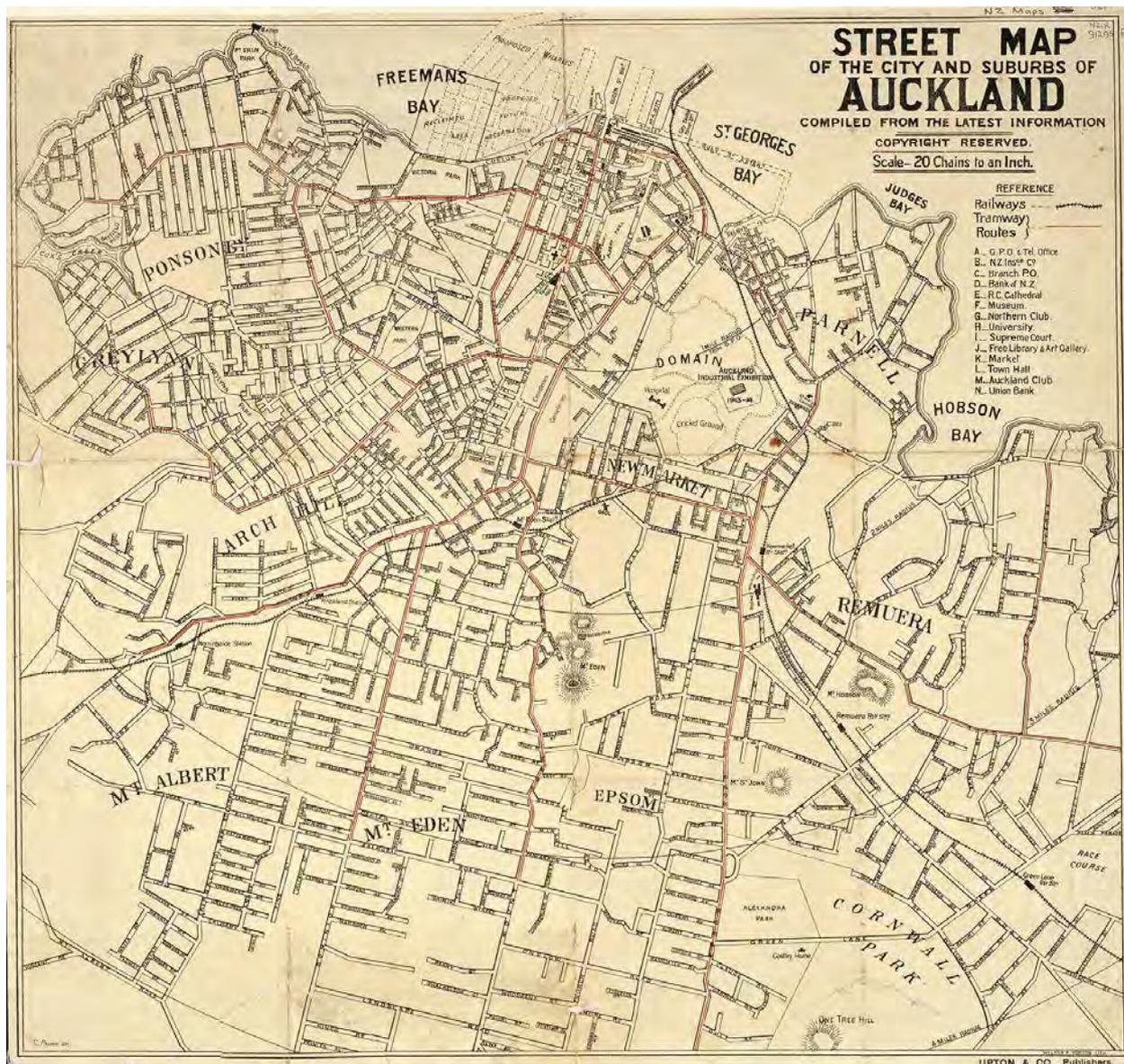


Figure 47. Street map of city and suburbs of Auckland, 1917.

The tram routes are marked in red, and the extent of the street network reflects the residential building boom that occurred before World War I.

Sir George Grey Special Collections, Auckland Libraries, NZ Map 3115.

In the eastern half of the Albert-Eden Local Board area, development was influenced by the Onehunga tram line, which opened along Manukau Road in 1903. One Tree Hill issued 78 building permits in 1911 and 82 permits in 1912. Epsom saw a more dramatic increase, with 54 permits issued in 1911 and 81 in 1912. This was largely due to the subdivision of vacant farmland: “Several estates were cut up, some of which are still open for building. Among them were Crook’s Estate (Merivale Road), Waller’s Estate (Gillies Avenue), and Amphlett Estate (Owens Road).”²²⁰ The Epsom Road Board was amalgamated into the City of Auckland in 1917, reflecting its status as an increasingly popular suburb.

²¹⁹ “Growth of the City,” *Auckland Star* (8 April 1912). Available online at PapersPast.

²²⁰ *Ibid.*

4.1.5 Interwar Suburban Development (1920-1939)

A housing shortage after World War I caused another construction boom in Auckland in the early 1920s. Suburban housing was also increasingly sought-after for the more spacious living conditions, the benefits of which came into sharp focus with the rapid and deadly spread of the ‘Spanish Flu’ influenza pandemic of 1919. The Albert-Eden Local Board area was ideally suited to meet these demands, so the progress of subdivision and suburban development continued rapidly during the interwar period in response to this shortage.

Subdivisions continued to follow the expanding tram network, which had been purchased by Auckland City in 1919. The construction of a new tram line on Sandringham Road (1925) and the extension of the existing Dominion Road, Mount Eden Road, and New North Road lines (1929-1932) amplified the housing trends that began before the war, pushing suburban development southward with each new tram stop. Agricultural uses had persisted near the southern edge of the Albert-Eden Local Board area through World War I, but by the early 1930s, farming had ceased entirely. Nearly everything had been subdivided by 1930, and by 1940, the area was largely built out with single-family residential houses.²²¹

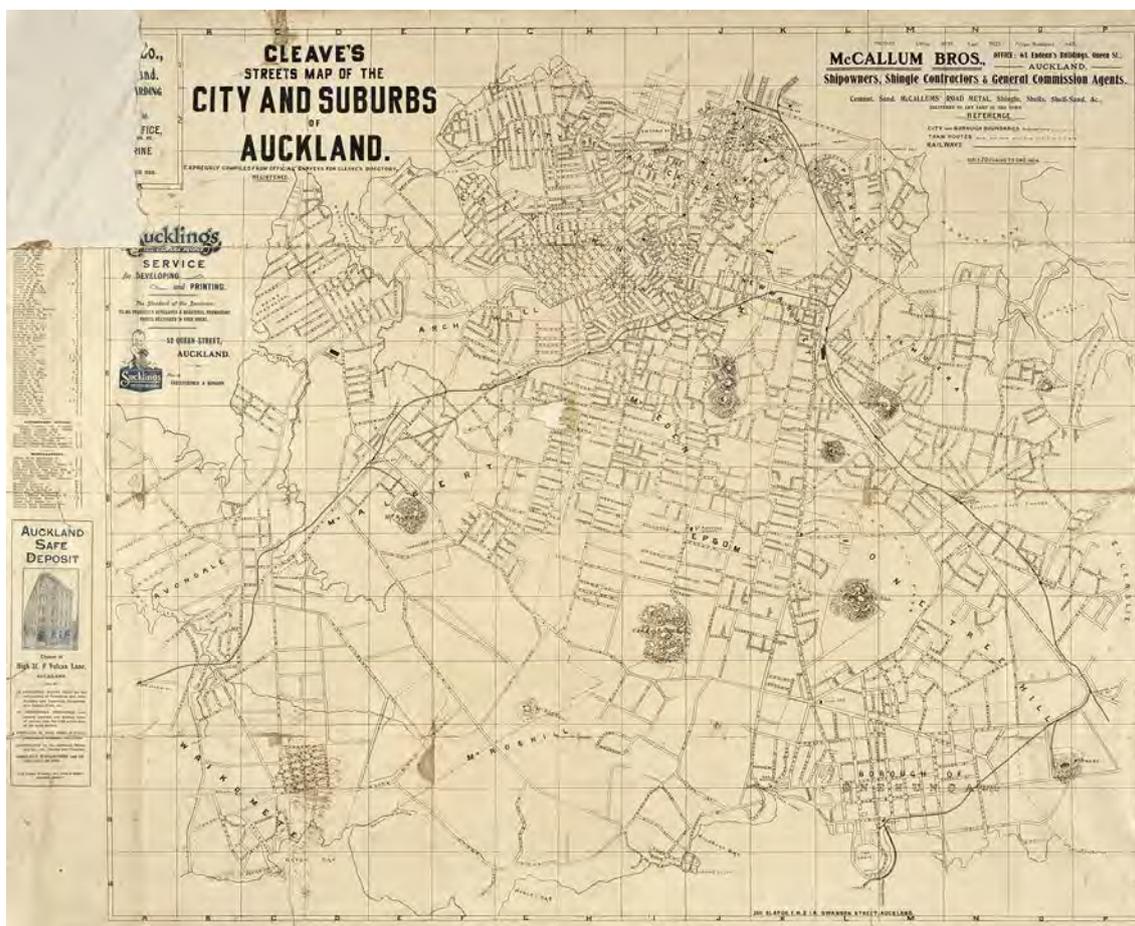


Figure 48. Cleave’s Street Map of the City and Suburbs of Auckland, 1925.
Note abundance of new streets, especially in Mount Albert and Point Chevalier.
 Sir George Grey Special Collections, Auckland Libraries, NZ Map 48.

²²¹ Auckland Council GIS Viewer, 1940 aerial photo.

Population statistics indicate that Mount Eden Borough's population increased to 18,515 in 1936, three times its 1901 population.²²² In Mount Albert Borough, the 1926 census showed that the population had grown from 11,000 to 17,000 in just five years—equivalent to the growth of the whole of Auckland.²²³ By 1936, Mount Albert's population reached nearly 20,000—a tenfold increase from the borough's 1901 population—finally surpassing Mount Eden as Auckland's most populous suburb.²²⁴

Over the two decades of the interwar period, the last of the original crown grant allotments in Mount Eden and Balmoral were broken up and became residential. For example, the eastern end of Halesowen Avenue and Calgary Street and the southern part of Pine Street were subdivided for a syndicate of investors known as the Victoria Estate Syndicate in 1923-24, and became known as the 'Devon Estate.' This subdivision recorded 131 residential sections on Allotment 127.²²⁵ The Victoria Estate Syndicate had been active since at least 1910, when it had developed the Victoria Estate on the corner of Balmoral Road and Dominion Road.²²⁶ Just to the south of the Devon Estate, Wembley, Lambeth, and Highcliffe Roads were formed as part of Potter and Stanton's 129-lot subdivision of Allotment 126 in 1924.²²⁷ Only some of the lots were sold in the 1920s; the remainder of the land was sold to the Crown in 1940 and became state housing.²²⁸

Mount Albert experienced the fastest rate of building in New Zealand in the 1920s, with one and a half houses completed every week. Wairere Avenue, Malvern Road and Jesmond Terrace exemplify this rate of expansion.²²⁹

Point Chevalier had been slow to develop in the early years, but it finally began to blossom during the interwar period. It amalgamated into Auckland City in 1921, but a 1924 map shows only about half of the point had been subdivided. Point Chevalier got its first tram line in 1930, which was a major catalyst for residential development. By World War II, Point Chevalier was almost entirely built out.

The use of trams for commuting was most common during the interwar period—especially given the tram network's extension during this time—but access to private vehicles should not be underestimated as a facilitator of locational choice. Although there were very low rates of car ownership in the first few decades of motoring, Council plan records indicate the increasing number of Building Permits issued for garages from around 1920, indicating some did not rely on public transport alone.

The interwar period is also characterised by the introduction of several new forms of housing. The Californian bungalow was the dominant New Zealand housing form in the 1920s and 1930s. Neat rows of bungalows exemplifying the idea of the "garden suburb" proliferated in the Albert-Eden Local Board area during this era. For the first time, flats were also interspersed among the villas and bungalows, especially in Mount Eden. Typically built

²²² Boffa Miskell Ltd. et al., *Character & Heritage Study: Mt Eden Village* (prepared for Auckland City Council, April 2004), 18.

²²³ Auckland City Council. *Owairaka-Mount Albert Heritage Walks*.

²²⁴ Matthews and Matthews Architects Ltd. et al., *Morningside Heritage Study*, 11.

²²⁵ DP 17096

²²⁶ Papers Past: *Auckland Star* (29 November 1910)

²²⁷ DP 18377

²²⁸ Oliver, 25.

²²⁹ Auckland City Council. *Owairaka-Mount Albert Heritage Walks*.

in the Art Deco or Spanish Mission styles, these flats were stylish homes that reflected changing social needs and attitudes in the late 1930s.²³⁰

For example, Marino Gardens on the corner of Mount Eden and Esplanade Roads was the largest and most elaborate of such buildings [*Category B, UID#01741*]. The complex was built in 1935-36 by architect Kenneth W. Aimer. Marino Gardens was highly regarded at the time of its construction as an example of how flats had become a popular modern housing trend, as evidenced by this description from a 1937 architectural publication:

There are eighteen flats in Marino Gardens, arranged in a two-storey block having nine flats on each floor. Sixteen of the flats are arranged in four groups of four flats each, served by one principal entrance and staircase to each group; the other two flats have independent entrances. Each flat throughout the block has its own separate trades entrance, giving direct access to the kitchen, so that trades and services are entirely excluded from the principal entrances. Each flat extends the full width of the block, and thus secures direct sunshine both in morning and afternoon. The accommodation of each flat comprises private entrance hall, living room, with meal alcove, kitchen, two bedrooms, bathroom and rear service porch. The living room and meal alcove together occupy the full depth of the flat, 29 ft., and thereby secure good through ventilation.²³¹



Figure 49. Marino Gardens, 1937.

Building Today, Volume 1 Number 2 (January 1937).

More modest than Marino Gardens are examples such as the Mont LeGrande Flats on Dominion Road and Poronui Flats on Mount Eden Road, and the Granada Flats and Mountain Court on View Road. Apartments like these are a significant property type, and are capable of reflecting this theme.

²³⁰ Boffa Miskell Ltd. et al., *Character & Heritage Study: Mt Eden Village*, 18.

²³¹ New Zealand Institute of Architects, "Marino Gardens – Mt. Eden," *Building Today*, Volume 1 Number 2 (January 1937), accessed at http://nzetc.victoria.ac.nz/tm/scholarly/tei-NZIA1937_01HaB-t1-body-d9-d2.html.

4.1.6 World War II & Postwar Suburban Development (1940-1965)

By World War II, the earlier suburbs such as Mount Eden, Kingsland, and Balmoral were largely built out with neat rows of bungalows and villas, but outlying areas such as Point Chevalier, Waterview, and Mount Albert still had vacant land. State houses and “sausage flats” would fill nearly all the vacant land in the Albert-Eden Local Board area by the end of the postwar era.

New Zealand’s first state houses were built in the late 1930s as an initiative by the first Labour government to provide housing and stability during the Great Depression. A 1949 Ministry of Works publication about state housing highlights the new government perspective well:

The fundamental premise, then, about housing had undergone a change [in 1935]. Housing was to become a Public Utility, the right to live in a decent dwelling being regarded as on the same level as the right to education, sanitation, to good and abundant water, to an adequate road system, and to a certain amount of medical care. Probably it would be true to say that this premise has now [in 1949] gained fairly wide acceptance.²³²

The first state house in New Zealand opened in 1937 at 12 Fife Lane, Miramar, Wellington.²³³ Some of the earliest state houses in Auckland were in Orakei and Mission Bay, and soon appeared across the region from the North Shore to Papatoetoe. The state houses in Sandringham, Point Chevalier, and Waterview illustrate the first Labour government’s state housing efforts within the Albert-Eden Local Board area. By 1939, 5,000 state houses had been built across New Zealand. During World War II, materials for housing were scarce—supplies were being focused on the war effort—so construction slowed. In the years immediately after the war, though, 10,000 state houses a year were being built to address the severe postwar housing shortage.²³⁴

The introduction of state houses embodied advances in urban planning as well as public policy, with the master planning of whole state house suburbs marking a distinct shift from the previous pattern of bungalow subdivisions. Providing quality housing was now about more than just the buildings: most subdivisions included a new road network with curvilinear streets and cul-de-sacs. Landscaped open space was an integral part of the state house experience, and shops and amenities such as schools, churches, and other community facilities were erected at the same time as the houses.²³⁵

²³² Cedric Firth, *State Housing in New Zealand* (Wellington: Ministry of Works, 1949), 7.

²³³ New Zealand History Online, “State Housing in New Zealand,” accessed at <http://www.nzhistory.net.nz/culture/state-housing-in-nz>.

²³⁴ Housing New Zealand, “History of State Housing,” accessed at <http://www.hnzc.co.nz/about-us/history-of-state-housing>.

²³⁵ Firth, *State Housing in New Zealand*.

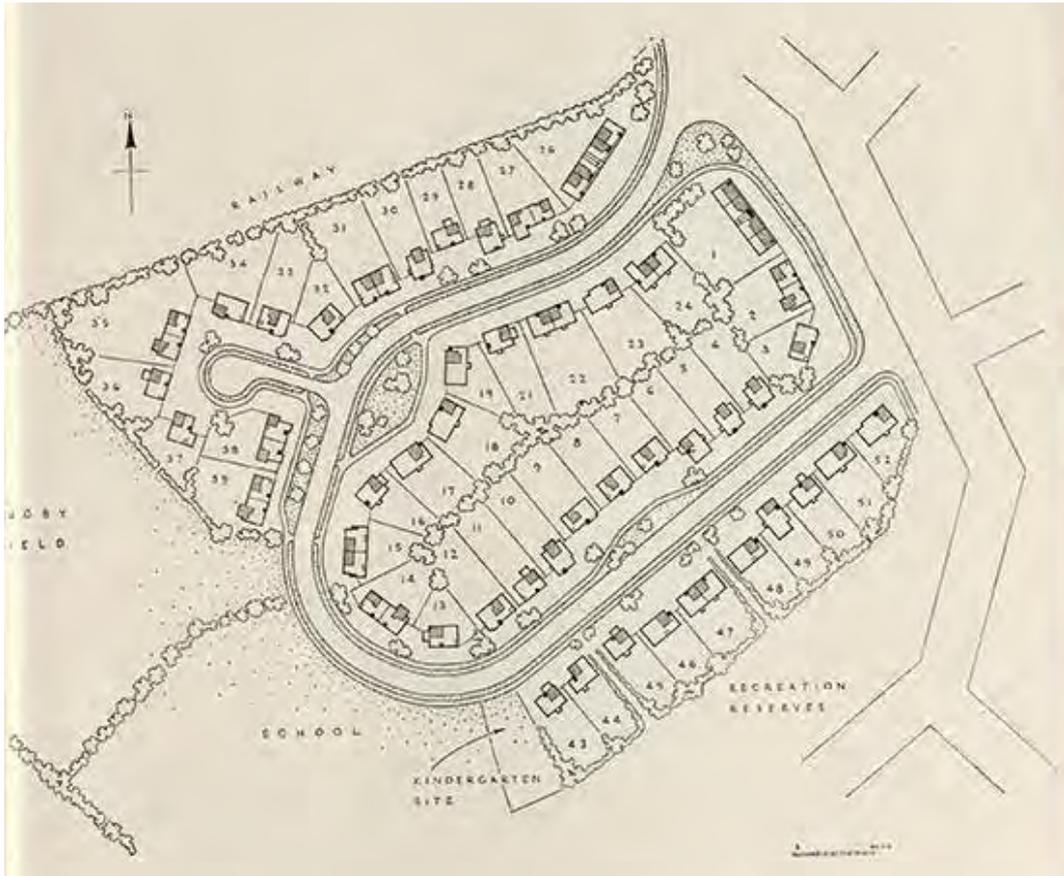


Figure 51. Typical state house site plan.
Note curvilinear streets, landscaping, recreation reserves, and school sites.
Cedric Firth, *State Housing in New Zealand* (Ministry of Works, 1949), page 81.



Figure 52. 1959 aerial photograph showing state housing development in Waterview.
Note curvilinear streets and cul-de-sacs typical of this era.
Auckland Council GIS Viewer.

In 1950, the National government introduced legislation that allowed state housing tenants to buy their homes. This was in response to concerns that the state's rent subsidies were benefitting middle-income tenants while pricing out the poor, as well as the government's position that home ownership was the dream of most New Zealanders. Low-interest home loans were offered by the State Advances Corporation, and by 1954, state home loans accounted for 34% of all new-home mortgages. Although some of the earlier state housing stock was sold to private homeowners in the 1950s and 1960s, the construction of state rental housing continued, although it was built in higher densities and aimed at lower-income residents. Since the postwar era, construction and sale of state houses has fluctuated depending on which political party is in power.²³⁶

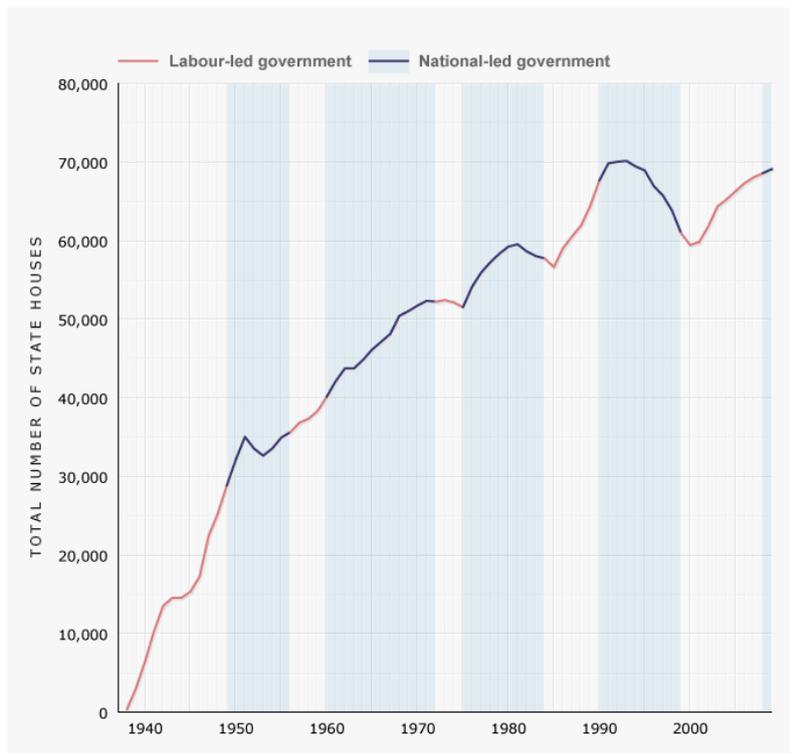


Figure 53. Graph showing national construction of state houses from 1940 to 2010, colour coded by political party.

Te Ara – The Encyclopedia of New Zealand, "Housing and Government," <http://www.teara.govt.nz/en/graph/32421/total-state-housing-stock>



Figure 54. 1951 leaflet promoting home ownership to state tenants.

State Advances Corporation of New Zealand. State Advances Corporation of New Zealand: The advantages of home ownership. [Front and back cover. ca 1951]. Ref: Eph-A-HOUSING-1951-01-recto. Alexander Turnbull Library, Wellington, New Zealand. <http://natlib.govt.nz/records/23173092>

²³⁶ Ben Schrader, "Housing and government - Immigration barracks to workers' dwellings," Te Ara - the Encyclopedia of New Zealand, updated 13-Jul-12. Accessed at <http://www.TeAra.govt.nz/en/housing-and-government/page-2>

State houses are a hugely important historic property type in New Zealand, and they are likely to be significant as illustrations of the planning practices and social conditions of this era. Individual state houses are not likely to be significant on their own, but groups of houses in planned tracts can be strong representatives of this theme. However, because they were so abundant, state houses in the Albert-Eden Local Board area should be evaluated in a regional context, with individual tracts compared to other similar developments throughout Auckland.

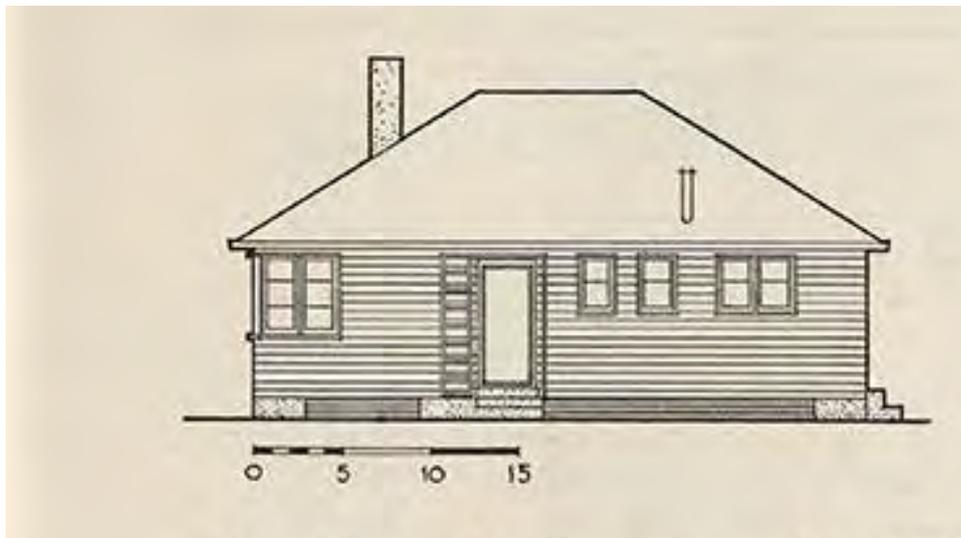


Figure 55. Typical state house design, 1949

Cedric Firth, *State Housing in New Zealand* (Ministry of Works, 1949), page 69.

Some examples of state housing in the Albert-Eden Local Board area include the following:

- A state house subdivision constructed circa 1939 is located at the south end of Balmoral, along Lambeth Road, Kiwitea Street, Harwood Street, and Parry Street.²³⁷
- The “Oakley Park Estate” in Waterview was planned and constructed in the late 1940s on Crown Grant Allotments 17 & 18, which appears as vacant farmland in 1940 aerial photos. The subdivision covers Daventry, Herdman, Hemington and Arlington Streets, and Waterbank Crescent, and illustrates the classic layout and planning principles of the state house era.²³⁸
- A large state house subdivision in Point Chevalier appears under construction in 1940 aerial photos. This residential area and open space is located on parts of Walmer Road, Moa Road, De Luen Street, Kanuka Street, Riro Street and Kettle Street.²³⁹
- The building at 6-12 Pelham Street in Point Chevalier was built in 1938 by Mr E. G. Rose and opened by MP John A. Lee, and is believed to represent the first state units in Auckland specifically designed and built for pensioners.²⁴⁰ During the same year, Christchurch Council established a new direction by erecting the first complex of rental cottages/flats for old-age pensioners, leading to an informal distinction between state and council housing provision.²⁴¹

²³⁷ Auckland Council GIS Viewer, 1940 Aerial Photographs

²³⁸ Jack Dragicevich, *Waterview Heritage Character Study* (Auckland: Avondale-Waterview Historical Society, 2006), accessed at <http://timespanner.blogspot.co.nz/2009/05/waterview-heritage-character-study-2006.html>.

²³⁹ Auckland Council GIS Viewer, 1940 Aerial Photographs

²⁴⁰ Leigh Kennaway, *Point Chevalier: A Walk through our history* (Brochure, Point Chevalier Community Committee).

²⁴¹ Schrader, “Housing and government - Immigration barracks to workers’ dwellings.”

- Large family housing at 25 and 27 Segar Avenue in Mount Albert illustrates the variety of housing types that were built by the government over the years.
- The town houses at 33 Asquith Avenue in Mount Albert are an unusual example of high-density state housing.
- In the 1950s and 1960s, the state sponsored “parade of homes” programmes to showcase local builders and encourage homeownership. A Parade of Homes (1957) development is located on Haverstock and Hazelmere Roads in Sandringham/Mount Albert.

State house subdivisions took most of the vacant land in the postwar era, but infill construction in the form of “sausage flats” also occurred in the Albert-Eden Local Board area in the 1960s, especially in Mount Eden. These flats are less likely to be architecturally significant, but do represent the need for increased housing density at that time.

4.1.7 Modern Suburban Development (1966-Present)

The modern development of the Albert-Eden Local Board area has simply continued the patterns established in previous periods. Since the area was largely built out by World War II, recent residential development has been limited to infill construction. This period does not appear to reflect any particularly notable themes, but it should be re-evaluated once more time has passed.

4.2 Residential Architecture

Residential architecture in the Albert-Eden Local Board area follows general Auckland and New Zealand trends. This section is only intended as a summary, as there are many scholarly works available about the development of architectural styles for those interested in learning more.

Early settlers in the Albert-Eden Local Board area built simple cottages, often as the centre of small farms. Villas represent the first wave of suburban construction during the Victorian and early Edwardian eras. The villas in the Local Board area are typical of this building type, with bay windows, double-hung windows, verandahs, decorative fretwork and ornamentation, and a hall-and-parlour plan. The villa was beginning to give way to the bungalow by about 1910, and transitional villas bridge that gap. Transitional villas retain the general form and layout of the villa, but incorporate bungalow details like exposed rafter tails, casement windows, shingles, and reduced ornamentation. Transitional villas have been variously regarded as stylistically ambiguous, a dilution of the character of the villa, or its final flowering. Californian bungalows proliferated in the Local Board area after World War I. Influenced by popular American housing trends of the time, the typical New Zealand “Californian Bungalow” features a low-slung form, asymmetrical composition, shallow pitched gable roof with wide eaves, deep porches, revealed structural elements, emphasis on hand-crafted and rustic materials (including use of shingles), and an informal open plan. By the 1930s, other styles such as Art Deco and English Cottage also appeared, typically as a variation of the broader bungalow form.

While the spread of suburban development into the Albert-Eden Local Board area was not strictly linear in its progress, the distribution of these styles within the Local Board area illustrates the pattern of growth. There is a predominance of late Victorian and Edwardian housing in some of the inner parts of Mount Eden, while near Balmoral Road the arrival of tram services shortly before World War I has led to extensive development of ‘transitional villas.’ Along the tram line extensions of the 1920s and 1930s—especially Point Chevalier, Mount Albert, and the southern end of Balmoral—bungalows from the interwar period dominate the landscape. Flats also began to join the single-family houses around this time.

Grand estates like Alberton [*Category A, UID #01736*] and Ferndale [*Category B, UID #01762*] are also found within the Local Board area, although these are the exception rather than the rule.

Residences within the Albert-Eden Local Board area may be significant for their association with the theme of residential development. Groups of properties are likely to best represent this theme. Areas with high concentrations of houses from a particular period can illustrate broad suburban growth patterns, while a specific subdivision with a series of identical houses built by a speculative builder may have more specific values. More elaborate residences may be individually significant for their architecture, either as an example of a particular architectural style or as the work of a prominent architect. For instance, architects Basil Hooper, J.W. Chapman-Taylor, W.H. Gummer and A. Sinclair O’Connor are known to have worked in the area, and their designs are likely to be architecturally significant.

The following pages illustrate the key residential architectural styles found in the Albert-Eden Local Board area.

4.2.1 Villas

Villas were the predominant New Zealand house type during the Victorian era, and made use of the abundance of native timber. Villas were built in a variety of configurations, but most common are square front, single bay, and corner bay villas. Prominent verandahs and angled bay windows were common features. Villas were often highly ornamented, with double-hung windows, intricately carved fretwork, and finials. Inside, villas typically used a “hall and parlour” plan, with a series of main rooms off a central hall.



Elaborate corner bay villa (Batger House), Mount Eden Road.



Single bay villa, Kingsland.



Single bay villa, Balmoral Road.



Square-front villa, Dominion Road.

Figure 56. Examples of Villas.

Auckland Council, 2013.

4.2.2 Transitional Villas

Transitional villas retain the general form and layout of the villa, but incorporate bungalow details like exposed rafter tails, casement windows, shingles, and reduced ornamentation. Some transitional villas are still firmly rooted in the villa style, distinguished only by their ornamentation, while others exhibit very strong bungalow influences. Transitional villas in the Albert-Eden Local Board area typically date from 1910 to 1915, coinciding with the building boom before World War I.



Transitional villa, Rocklands Avenue, Balmoral.



Transitional villa, Halesowen Street, Balmoral.



Transitional villa, Greenlane.



Transitional villa, Ethel Street, Sandringham.

Figure 57. Examples of Transitional Villas.

Auckland Council, 2013.

4.3.3 Bungalows

Californian bungalows proliferated in the Albert-Eden Local Board area after World War I. Influenced by popular American housing trends of the time, the typical New Zealand “Californian Bungalow” features a low-slung form, asymmetrical composition, shallow pitched gable roof with wide eaves, deep porches, bowed bay windows, revealed structural elements, emphasis on hand-crafted and rustic materials (including use of shingles), and an informal open plan.

By the 1930s, the Californian bungalow was joined by the simpler English-influenced bungalow, sometimes referred to as a “bungalow-cottage.” The large porches and layered gable configuration gave way to buildings with little or no ornament, projecting box windows, and shallow hipped roofs with boxed eaves.²⁴² The state houses of the 1940s share many similarities with these later “bungalow cottages.”



Californian bungalow, Pine Street, Balmoral.



Californian bungalow, Poronui Street, Mount Eden.



Wallett House (1924) a bungalow designed by Basil Hooper, Kitenui Avenue, Mount Albert.



English Bungalow, Walker Road, Point Chevalier.

Figure 58. Examples of Bungalows.

Auckland Council, 2013.

²⁴² Jeremy Salmond, *Old New Zealand Houses, 1800-1940* (Auckland, Reed Publishing: 1986, reprint 1998).

4.3.4 Twentieth Century Eclectic Styles

In the New Zealand architectural environment, the “English Cottage” style displays influences of both the Arts and Crafts and Tudor Revival styles that were imported from England and America. The larger, architect-designed English Cottage residences constructed in the years leading up to World War I often display Arts and Crafts details. Architects like J.W. Chapman-Taylor, W.H. Gummer, and Gerald E. Jones were known for their Arts and Crafts-inspired designs. In the 1920s and 1930s, Tudor Revival influences began to dominate the English Cottage style. Tudor Revival details such as steeply pitched roofs, half-timbering, brick or plaster cladding, and tall chimneys can be found on large residences, or applied to a small bungalow form.

In the 1930s, other eclectic styles such as Art Deco and Spanish Mission appeared in the Albert-Eden Local Board area, often as a variation of the broader bungalow form. These styles were also commonly applied not only to single-family homes, but also to flats. Many of the Art Deco style buildings in the area were constructed in the 1940s, though—later than was typical for this style.



Champtaloup House (1914), designed by W.H. Gummer with Arts and Crafts influences, Mount Eden Road. Photo 1986. Sir George Grey Special Collections, Auckland Libraries, 1052-K6-22.



English Cottage style bungalow with Tudor Revival details, Marsden Avenue, Balmoral.



Spanish Mission style, Smale Street, Point Chevalier.



Art Deco style, Mars Avenue, Balmoral.

Figure 59. Examples of Twentieth Century Eclectic style houses.

Auckland Council, 2013.

4.3.5 State Houses

Many of the state houses in the Albert-Eden Local Board area were built by the first Labour government (1935-1949), and exhibit the characteristics typical of this period. State houses were influenced by the form and details of the English Cottage-style bungalows of the 1930s, and have been described concisely as follows:

The state houses are compact with standardised roof lines and windows, each house orientated to have its living room on the north side to maximise sun. In an effort to avoid stigma, Dept of Housing Construction architects consciously introduced variety in building materials and house shape and size, using both one and two storeys, semi-detached buildings and four-house units within individual housing schemes.²⁴³

State houses typically feature hipped or side-gabled roofs with terracotta or asbestos cement roof tiles. A variety of cladding materials—namely timber weatherboards, brick veneer, asbestos cement, and concrete—were used to reduce the homogeneity. The setting of state houses is also notable, typically arranged along landscaped curvilinear streets, with recreation reserves and community facilities integrated into the subdivisions. There are other varieties of state houses, too, including duplexes, row houses, mid-size flats, and high-rise apartments.



Lambeth Road, Balmoral.
(Auckland Council, 2013).



De Luen Street, Point Chevalier
(Google Maps, March 2012).



Haverstock Road, Sandringham/Mount Albert.
(<http://www.3news.co.nz/Sandringham-residents-shocked-by-house-prices/tabid/421/articleID/288675/Default.aspx>).



Two-storey state houses, Mount Royal Avenue, Ōwairaka
(Google Maps, March 2012).

Figure 60. Examples of State Houses.

²⁴³ Julia Gatley and Andrew Barrie, "State Housing in Auckland," *Architecture Archive*, accessed at <http://www.architecture-archive.auckland.ac.nz/docs/block-digital/2010-Block-Digital-State-Housing.pdf>

Additional Resources

For additional information about the history of New Zealand's architectural styles, see the following books:

- Jeremy Salmond, *Old New Zealand Houses, 1800-1940* (Auckland, Reed Publishing: 1986, reprint 1998).
- Jeremy Ashford, *The Bungalow in New Zealand* (Auckland, Viking: 1994).
- Ben Schrader, *We Call it Home: A History of State Housing in New Zealand* (Auckland, Reed Publishing: 2005).

4.3 Commercial Development

Town centres represent the primary type of commercial development in the Albert-Eden Local Board area. Town centres were small commercial shopping precincts that developed along the main transport routes towards the end of the nineteenth century, usually corresponding to the emergence of residential suburbs.²⁴⁴ Given the limited transport available to the majority of people at that time, it was necessary to have supplies close to areas of settlement. These local commercial corridors were sources of basic provisions and equipment, carrying food items along with service providers such as a local blacksmith.²⁴⁵ In the 1920s and 30s, the town centres expanded as settlement increased along the electric tram routes. New businesses such as movie theatres and automotive uses were introduced at this time, reflecting technological advancements and the changing social needs of the residents. These town centres remain bustling centres of commercial activity in the present day Albert-Eden Local Board area.



Figure 61. Page's Store on New North Road in Kingsland, 1904.

Auckland Weekly News (3 November 1904). Sir George Grey Special Collections, Auckland Libraries, AWNS-19041103-6-1.

²⁴⁴ Matthews & Matthews Architects Ltd. et al., *Sandringham Shopping Centre: Character Heritage Study* (prepared for Auckland City Council, November 2008).

²⁴⁵ *Ibid.*

The following summarises the Local Board's key town centres. Heritage studies have previously been prepared for most of these corridors, so refer to those documents for additional detail:

- **Kingsland:** Kingsland's shopping centre is one of the oldest in the Albert-Eden Local Board area, as it developed around the railway station. At the heart of the Kingsland shopping centre was A.W. Page's Store, which opened in 1885 at the corner of New North Road and Kingsland Road [*Category B, UID #01757*]. Page's Store was incredibly successful: by 1898 it had become one of the city's largest stores with a horse and cart delivery service that reached as far as Huia, by 1903 it was serving as a tram terminus, and by 1910 their range of goods was extensive enough to fill a 146 page catalogue.²⁴⁶
- **Mount Eden Village:** As residential settlement in Mount Eden grew, so did the services provided by the shops, as seen by the rapid growth of the shopping centre on Mount Eden Road, and the increased variety in services. Cucksey's Store opened at the corner of Stokes Road and Mount Eden Road in 1873 as the first shop in the precinct (replaced with the present Cucksey's Store in 1905) [*Category B, UID #01745*]. In 1885, Till & Sons Bakery was formed, and the present building diagonally opposite from Cucksey's Store dates from around 1905. Several blocks of shops had been established by the 1920s, and many buildings retain their original features and storefronts today.^{247 248}
- **Manukau Road:** Manukau Road was the main commercial corridor for Epsom and One Tree Hill, and also served travellers on the busy route from Auckland to Onehunga. Greenwood's Corner, Greenlane Road, and Ranfurly Road were the three main town centres that developed along Manukau Road. Greenlane Road was the first shopping precinct on Manukau Road, with half a dozen shops in place by about 1910. Greenwood's Corner developed shortly after, with post office and bank lending more of a community focus. Ranfurly Road developed in the 1920s, boosted by the construction of the One Tree Hill Road Board offices and the proliferation of nearby bungalows.²⁴⁹
- **Mount Albert:** The shopping centre at the corner of New North Road and Mount Albert Road had its beginnings in 1880 with a general store and post office run by Joseph Hibbs. By 1910, there were a few shops at the corner, but commercial uses really flourished in 1915 when the electric trams arrived. The booming town centre was known simply as "the terminus," with construction of two-storey commercial buildings continuing through the 1920s. Another block of shops was built on New North Road between Kitenui Street and Alberton Avenue in 1922 to serve Mount Albert's growing population.²⁵⁰
- **Dominion Road:** According to the *Dominion Road Heritage Study* (2007): "As the mainstreet, [Dominion Road] has been the focus for commercial development in this part of what was formerly Mount Eden and Mount Roskill Boroughs. Shopping

²⁴⁶ Matthews and Matthews Architects Ltd. et al., *Morningside Heritage Study*, 25.

²⁴⁷ Boffa Miskell Ltd. et al., *Character & Heritage Study: Mt Eden Village*.

²⁴⁸ Auckland City Council et al., *Maungawhau Heritage Walks*.

²⁴⁹ Bush, *The History of Epsom*, 287-291.

²⁵⁰ Matthews and Matthews Architects Ltd. et al., *Mount Albert Heritage Study*, 55-57.

centres along Dominion Road have formed at the intersections with other main roads including View Road, Valley Road, Balmoral Road and Mount Albert Road. Each of these centres has a distinctive character and retains intact groups of buildings from significant periods in their development. These established mainstreet shopping centres present good examples of the building types and architectural styles being used throughout New Zealand, particularly in the 1920s and 30s. Some of these places are of great significance and have been recognised by their inclusion in the District Plan schedule or registration by the New Zealand Historic Places Trust. The collective heritage character of the Eden Valley shopping centre has also been recognised by the recent plan change introducing Heritage Character Overlay zones to some of Auckland's town centres. Balmoral shopping centre and the Mount Roskill shopping centre represent similar collective values.²⁵¹



Figure 62. Dominion Road in Balmoral, 1920s.

Sir George Grey Special Collections, Auckland Libraries, 7-A10950.



Figure 63. Mount Albert General Store, circa 1900.

Sir George Grey Special Collections, Auckland Libraries, 7-A11894.

- **Sandringham:** According to the *Sandringham Shopping Centre Character Heritage Study* (2008), "Sandringham Shopping Centre was established around 1915 when the first shops were built at Warings corner at the intersection of Sandringham Road with Kitchener Road. This initial commercial block was followed by rapid development in the 1920s when the majority of buildings in the centre were built. In other centres, such as Mount Eden Village or Kingsland, development has sometimes occurred in stages with early residential development on the main road being progressively replaced by commercial buildings. In Sandringham, however, problems with flooding mean that built development in the centre occurred in a concentrated period around the same time that drainage was improved and the tram lines were extended down Sandringham Road in the mid 1920s. Between 1920 and 1930 the centre had been substantially built and therefore comparative to other established commercial centres, buildings in Sandringham are quite consistent in their typically two storied scale, architectural style and type."²⁵²
- **Point Chevalier:** The corner of Great North Road and Point Chevalier Road has always been an important intersection. It was once known as "Hall Corner," so named for the hall constructed there in the late nineteenth century. The current group

²⁵¹ Matthews & Matthews Architects Ltd. et al., *Dominion Road Heritage Study* (prepared for Auckland City Council, October 2007).

²⁵² Matthews and Matthews Architects Ltd. et al., *Sandringham Shopping Centre: Character Heritage Study*, iv.

of buildings in the Point Chevalier town centre was associated with the growth of Point Chevalier during the late 1920s and early 1930s, primarily in response to the arrival of the tram in 1930. Comprising a series of single and multi-storey structures, of predominantly plastered brick construction, the buildings include the prominent Ambassador Cinema [*Category B, UID #01680*], the ASB Bank and the former Fisheries Building. These buildings are the designs of prominent Auckland architects A. Sinclair O'Connor and D. B. Patterson.

Town centres are likely to be significant as examples of local commercial development and settlement patterns. As collections of a particular type and period of architecture, town centres often possess strong physical and contextual values.

Commercial properties also exist outside the town centres, though, namely in the form of local dairies. Many of these began as general stores or hotels to support early farming uses. These shops often survived longer than the surrounding farms, and may represent the earliest periods in the development of the Albert-Eden Local Board area. Several such independent shops are located along Point Chevalier Road, for example.

4.3.1 Commercial Architecture

As with residential architecture, commercial architecture in the Albert-Eden Local Board area follows general Auckland and New Zealand trends, and the existing scholarly works on commercial architectural styles apply here.

Historic commercial buildings in the Albert-Eden Local Board area are typically two storey masonry buildings with retail uses on the ground floor and residences above. In the late nineteenth century, the Italianate style was often applied to commercial buildings—such as at Page's Store in Kingsland. Variations on classical themes continued into the early twentieth century. In the 1920s, examples of "stripped Classical" and Spanish Mission derived styles were common, giving way to the Streamline Moderne style in the early 1940s. Banks were typically designed in a Classical Revival style, often appearing as a standalone "temple" with prominent columns and ornamentation.

Individual commercial buildings, either located alone or within a town centre, may be significant for their architecture or for their association with local businesses. These buildings may also represent the work of a notable architect. Some level of change to commercial buildings is expected as tenants changed over time, but properties with intact original storefronts (with features such as angled entries, leaded glass transoms, terrazzo bases) are considered to have especially high integrity.

An excellent example of commercial architecture in the Albert-Eden Local Board area is the pair of Cheapside Buildings located at 727-731 and 767-771 Dominion Road in Balmoral [*added to schedule through this project as Category B, UID #02584*]. These buildings were designed by prominent local architect A. Sinclair O'Connor circa 1926 to service the surrounding residential communities. The Cheapside Buildings were an integral part of the "Devon Estate," a speculative property development by the Victoria Estate Syndicate, and reflect the important link between commercial and residential development patterns.



Cheapside Buildings, 727-731 Dominion Road.



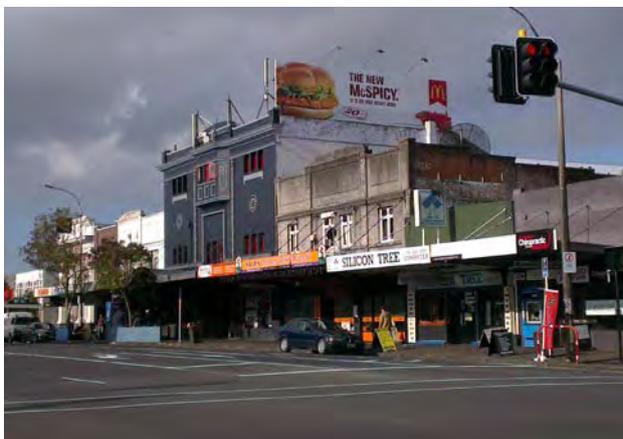
Balmoral Town Centre, Dominion Road.



Mount Eden Road.



Kingsland Town Centre, New North Road.



Point Chevalier Town Centre, Great North Road.



Dairy on Point Chevalier Road.

Figure 64. Examples of Commercial Architecture.

Auckland Council, 2013.

4.4 Public Spaces

Parks and public spaces are important in illustrating growth and development in the Albert-Eden Local Board area, and may be significant for a variety of reasons. Parks may possess cultural significance and associations with pre-European Māori settlement. Or they may have natural heritage values for geological or ecological reasons. Parks may be significant for how they were created: setting aside land for parks may demonstrate important urban planning ideas, Borough Council achievements, and/or philanthropic efforts of prominent citizens. The design of a park or public space may also be significant, especially as an example of landscape design ideas from a particular period. Parks and public works were often the focus of relief schemes during the Great Depression or were used by the military during World War I and II, and thus commonly reflect associations with these important events.

Properties associated with this theme may include large parks such as Cornwall Park or Potters Park, smaller local parks, the volcanic cones, and other public spaces.

4.4.1 Volcanic Cones

The three volcanic cones (maunga) within the Albert-Eden Local Board area are Maungawhau (Mount Eden), Ōwairaka (Mount Albert), and Titikopuke (Mount St John). The neighbouring volcanic cones of Maungakiekie (One Tree Hill) and Te Tatu a Riukiuta (Three Kings) are also of note in this context. As described in **Chapter 4.1.1: Māori Settlement**, these volcanic cones were settled by Māori, and are exceptionally significant.

The volcanic cones have complex associations and cultural significance, and discussing their Māori history and values falls outside the scope of this document. However, it is worth noting under this theme that during the initial European settlement of Auckland in the mid-nineteenth century, the volcanic cones were set aside as public land, and have remained in public ownership ever since. Restrictions were placed on quarrying to protect the cones as scenic focal points of the landscape, recreational uses were introduced, and roads were formed and trees were planted. The management of the volcanic cones as public spaces is an important element of their story, and may help illustrate development patterns in the Albert-Eden Local Board area.

4.4.2 Parks

The following provides a few examples of notable public parks with historical associations within the Albert-Eden Local Board area, but is by no means an exhaustive or complete list:

- Located at the northwest corner of Dominion Road and Balmoral Road, **Potters Park** opened in 1921. The history and significance of the park have been summarised concisely by a previous heritage inventory form: “Potters Park has been a significant landscaped park at the main intersection of Dominion Road and Balmoral Road since its opening in 1921. It is evidence of the generosity of Mr Frederick Seymour Potter, who donated the land in 1916 and was a generous benefactor in Auckland. It has important associations with the Potter family as well as James Paice who bought large areas of land in Mt Eden Borough in the 1860s. It has important associations with the Mt Eden Borough’s efforts during [World War I], to support war efforts by growing vegetables here, and was also used for emergency trenches. The layout of the park was designed by the Mount Eden Borough Engineer Mr J Rogers. Plants and play equipment were donated by local residents as well as the Auckland Racing Club. The large pine trees are thought to be part of the garden associated with the

Potters home on the site prior to the forming of the park. The stone wall on the northern boundary of the park is located on the original lot boundary between lots 107 and 106 and is likely to be one of the earliest surviving stone boundary fences in the area.”²⁵³

- **Fowlds Park** (originally known as Morningside Reserve) is located in the Mount Albert/Morningside area at the corner of Malvern and Western Springs Roads. The park was Asylum endowment reserve land until 1892, when a land swap occurred with the Ministry of Education. The sizeable 29 ½ acre Morningside Reserve was transferred to the care of the school commissioners who administered Auckland’s education endowment reserves, while the Asylum received 9 ½ acres in Waterview. The land was then leased for grazing, and was used as a quarry and a rubbish dump. In 1911, the newly-formed Mount Albert Borough Council expressed interest in the land as a recreational reserve, and has managed the park since 1912 (although technically it is still Crown Land under the Reserves Act 1977). The park is named for Sir George Fowlds, who was Minister of Education in 1911-12, and was instrumental in securing the land for use as a public park. A pair of ornamental gates designed by notable architect Malcom Keith Draffin were installed in 1935, to coincide with the renaming of the park in honour of Fowlds. Various improvements have been made to the park over the years, which now includes grass sports fields and lawn bowls. An ambitious redevelopment scheme for the park drawn by Wilfred Ernest Begbie in 1927 was never realised.²⁵⁴

- **Gribblehirst Park:** Present-day Gribblehirst Park on Sandringham Road was originally a low-lying wetland known as Cabbage Tree Swamp, and was part of a large estate owned by James Gribble. Gribblehirst Park was created in 1928 when Samuel Luther Hirst and his brothers-in-law William and James Gribble agreed to donate and sell over 5.9 hectares of land to the Council to be used as a public park and recreation reserve. The park opened on 28 March 1931, after the land was drained and cleared by relief workers during the Depression. The park has been used by many athletic clubs (rugby, cricket, football, bowling), as well as Edendale and Kowhai schools.²⁵⁵

- The Epsom Road Board set aside 20 acres of rocky land for an “Epsom Domain” in 1882, although the land remained as unkempt wilderness until well into the twentieth century. Part of this Epsom Domain land is now **Windmill Reserve**, so named for Auckland’s first flour mill, which was located nearby in 1845. When the reserve was acquired by Auckland City Council in 1917, it was covered in gorse, had an enormous rocky hole and a shallow natural lake. In 1930, Windmill Reserve was levelled for tennis courts and the escarpment was planted with pine trees as part of a Depression-era unemployment relief work scheme. It has been well-used by local athletic clubs ever since (see **Chapter 6.4: Sport and Recreation**).²⁵⁶ **Melville Park** and **Nicholson Park** were similarly formed for recreational purposes using relief workers in the 1920s and 1930s. Work at Melville Park—also part of the original

²⁵³ Auckland City Streetscape Study Record Form, “Potters Park” (2006). Accessed at

<http://www.aucklandcity.govt.nz/council/documents/district/updates/t132b/%23PottersParkBalmoralintersection.pdf>

²⁵⁴ Lisa Truttman, “A walk through Fowlds Park, Mt Albert,” *Timespanner* blog (16 July 2010), accessed at

<http://timespanner.blogspot.co.nz/2010/07/walk-through-fowlds-park-mt-albert.html>.

²⁵⁵ Auckland City Council. *Balmoral & Sandringham Heritage Walks* (2009).

²⁵⁶ Louis van Wyk, “Craters transformed,” *Central Leader* (26 March 2003), Supp p. 7. See [Auckland Libraries Index](#).

Epsom Domain—included substantial clearing and levelling, and the construction of decorative retaining walls [*Category B, UID #01664*]. The park was named for Ellen Melville, who was the first woman to practice law independently in New Zealand and Auckland City's first woman councillor.²⁵⁷ Nearby, **Withiel Thomas Reserve** on Mountain Road is regarded as one of the best remaining examples of Auckland's original forested lava fields. The park's native flora was cultivated by professor Sir Algernon Phillips Withiel Thomas, who bequeathed the land to Auckland City Council upon his death.²⁵⁸

- In Point Chevalier, **Coyle Park** was first set aside in 1844 as a Government Defence Reserve. Five acres at the tip of the point were gazetted as a "Hospital Site" in 1902. In 1904, the Auckland Hospital Board took control of the property, and allocated it for the establishment of an infectious disease hospital. The same year, the hospital board negotiated with the Dignan estate to purchase an additional 6 acres for the hospital site and 2 acres for road access, as the site was previously only accessible by water. The belt of pine and macrocarpa trees that surround the park were planted shortly after the purchase of this additional land as a condition of the sale. Various buildings were moved to or erected on the grounds in the early twentieth century; the Point Chevalier Sailing Club purchased the last building for use as their clubhouse in 1921. The Point Chevalier Road Board asked the hospital board for public access to the park for recreational purposes in October 1914, which was granted. In 1922, the hospital board negotiated with Auckland City Council (which had just acquired Point Chevalier) to exchange the 11-acre park in Point Chevalier for 4 acres in the Auckland Domain. This transaction was finally completed in 1927. Coyle Park and Point Chevalier Beach became increasingly popular seaside destinations once they were in Council ownership.²⁵⁹ Also in Point Chevalier is **Walker Park**, named for the Walker family who owned and farmed a large swath of land in Point Chevalier from the 1870s.

The Albert-Eden Local Board area is also dotted with small reserves named for pioneers or prominent citizens; these reserves were often donated to the Council by early residents, and the place names help tell the story of the area.

²⁵⁷ Bush, *History of Epsom*, 389.

²⁵⁸ *Ibid.* 395.

²⁵⁹ Walker, 35-36.

CHAPTER 5: WORK

This theme discusses the various industries that were found in the Albert-Eden Local Board area, including agriculture, quarrying, milling, and manufacturing. Potential heritage places associated with this theme may include early factories, quarry sites, road cuts, boundary walls, or farmhouses.

5.1 Agriculture

5.1.1 Māori Agriculture

The nutrient-rich volcanic soil in Tāmaki Makaurau was utilised for agriculture by the Māori who first settled the region. A staple of Māori agriculture was the kumara plant, as evidenced by the presence of garden terraces and kumara storage pits on the slopes of Maungakiekie, Maungawhau and Titikopuke.^{260 261} These volcanic cones served as the focal point and storage facility for an agricultural system that spread over a much wider area. Maungakiekie once stood at the “centre of Nga Mara o Tahuri – the expansive gardens or cultivations of Tahuri, a Waiohua ancestress’ and it is believed that extensive agricultural fields at one point surrounded all of these cones.”²⁶² Other indicators of cultivation include the presence of the karaka tree, which are often found near sites of Māori settlement.

A brief preliminary summary of Māori ancestral relationships with the Albert-Eden Local Board area is contained in a separate report prepared by Graeme Murdoch (30 June 2013), and under **Chapter 1: Land and People**, while additional discussion of the occupation of the volcanic cones is found in **Chapter 4: Building the City**.

5.1.2 European Agriculture

In 1840, the Crown purchased 3,000 acres of land from Māori, which encompassed the majority of the present day Albert-Eden Local Board area. The following year the Crown purchased another 13,000 acres of land on Tāmaki Makaurau that included Morningside and Mount Albert and the remainder of the current local board area.²⁶³ This land was surveyed by Surveyor-General Felton Mathew, and divided into rural tracts to be sold to European settlers and speculators.²⁶⁴ Land in Mount Eden for instance, was “subdivided in 74 blocks, ranging in size from 39 acres to 1 ½ acres. They were mostly about 20 acres and intended to be small farms.”²⁶⁵ The land sold quickly, though some land proved more difficult to sell given the sometimes swampy nature of the land in areas like Sandringham and Mount Albert. Some were “put off by scoria, scrub, and swamp,” but many determined settlers were able to form productive farms.²⁶⁶

For the most part, there were three groups who purchased land in the Albert-Eden Local Board area: farmers, gentlemen/businessmen, and contractors/tradesmen. The businessmen and developers bought the land on speculation, quickly subdividing and selling for a profit, while the farmers tended to stay and use their land.²⁶⁷ The purchase of land and

²⁶⁰ Louise Furey, *Maori Gardening: An Archaeological Perspective* (Wellington: Science and Technical Publishing; Department of Conservation, 2006), 9.

²⁶¹ Hayward et al., 139.

²⁶² Ibid.

²⁶³ Bassett and Kay, 33.

²⁶⁴ Duder et al., 17.

²⁶⁵ McAlister, 8.

²⁶⁶ Matthews and Matthews Architects Ltd. et al., *Mt Albert Heritage Study*, 24.

²⁶⁷ Oliver, 3.

subsequent cultivation of it appears to have occurred very quickly throughout much of the Albert-Eden Local Board area. In 1853, a mere 10 years after the initial sale of farm land in the Mount Eden area began, an observer of the time, William Swainson, was able to report the following:

The greater part of the land in the neighbourhood of the town (of Auckland)...is now in cultivation, not a stump of tree is left in the ground. Solid stone walls and quick-set hedges are generally taking the place of temporary wooden fences of peat and rails. The greater part of the land is laid down in permanent pasture. At Epsom...there are grass and clover paddocks as large, as rich, as well laid down and as substantially fixed, as any grass land in England. Owing to the neat and uncolonial style of cultivation, and to the absence of trees having foreign appearance, the country around Auckland presents to appearance of a home like English landscape.²⁶⁸

Wheat was grown extensively throughout the region during the 1850s, but barley, oats, potatoes, vegetables, and fruit were also popular.²⁶⁹ Land purchased for farming was also frequently used to raise livestock, and one observer of the 1850s noted that “the most notable feature of the country is the large quantity of cattle to be seen grazing in the district, nearly 5,000 head, besides horses and sheep, are pastured on the isthmus alone.”²⁷⁰ A perfect example of the type of “mixed” farms commonly found in the area was Thomas Paton’s farm in Epsom, described below in a letter written in 1843: “Mr. Paton, in 1843, owned 40 acres- 5 acres of wheat, 5 acres of malting barley, 10 acres of potatoes, 10 acres of oats and turnips. The land was fenced in. ...Part of it is done by ditch and dyke, part by shore, and part by railing. He also had 10 bullocks, 2 horses and 7 cows.”²⁷¹



Figure 65. Looking south from Mount Eden over farmland, circa 1880.

Sir George Grey Special Collections, Auckland Libraries, 4-RIC164.

²⁶⁸ McAlister, 9.

²⁶⁹ Matthews and Matthews Architects Ltd. et al., *Balmoral Shopping Centre: Character Heritage Study*, 12.

²⁷⁰ McAlister, 9.

²⁷¹ *Ibid.*, 20.

Farming in the Albert-Eden Local Board area took a number of forms:

- **Mixed farms:** Mid-sized farms with a combination of vegetables and livestock, such as the farm described above. Some large farms (100+ acres) that provided a variety of products also existed in the early years of the Albert-Eden Local Board area.
- **Market gardens:** Small-scale production of fruits and vegetables for direct sale to consumers or restaurants, several of which were operated by Chinese farmers.
- **Farmlets:** Small family farms (commonly 3-5 acres), often part of a larger subdivision of similar parcels actively created for this purpose.
- **Dairies:** A primary industry, with operations ranging in size. Grazing pastures, milking barns, and stockyards were common sights.
- **Livestock and poultry farms:** Pigs, sheep, horses, and poultry were raised throughout the Albert-Eden Local Board area.

The fertile volcanic land produced quality results, as demonstrated in the Epsom and Point Chevalier in the 1890s and early 1900s. The Auckland Lunatic Asylum (now Unitec) was farming up to 150 acres of land, and their “herds of dairy cattle and pigs were renowned all over the country and were regularly exhibited at pastoral shows.”²⁷²

The Chinese market gardens established in the early years of the twentieth century were similarly successful. One source attributes this to the fact that “realising the fertility of the soil into which [Auckland’s] nightsoil had been ploughed for many years, the Chinese had established themselves in market gardens round the district...Wonderful crops of all vegetables were produced and the gardens were an impressive sight, endless rows of beautiful cabbage, lettuce, cauliflowers, tomatoes, etc., stretching as far as the eye could see.”²⁷³

In addition, the swampy land in Point Chevalier proved to be an excellent environment for settlers to raise ducks and geese, and was the location of what was said to be “the largest duck farm in New Zealand, comprising some 8,000 birds. The noise at feeding time could plainly be heard on the Point Chevalier Road.”²⁷⁴

There are few properties in the Albert-Eden Local Board area that can be said to represent the earliest farms in the area. However, there are several examples of early houses on larger sections surrounded by more recent residential development that were likely the centres of early farms, especially in the Balmoral area. These are a rare property type, and are likely to be significant as remnants of the farming theme. The villa and surrounding outbuildings at 116 Balmoral Road, currently known as the Misa Christmas Tree Farm, is perhaps the best example of this theme [*added to schedule through this project as Category B, UID#02582*]. Another example is 148 Balmoral Road, an earlier single-bay villa on a larger section to its neighbours, likely a result of early subdivision. The unique setting of farmlets such as these—often located mid-block, on a larger section than its neighbours, and with associated outbuildings—is essential to the ability of these places to convey their historical values.

²⁷² Walker, 21.

²⁷³ Ibid., .22.

²⁷⁴ Ibid.; Reidy, 13.

5.2 Industry

5.2.1 Quarrying

The industry that perhaps had the greatest impact on the modern day character of the Albert-Eden Local Board area was quarrying. Quarrying of the volcanic cones was undertaken on a large scale after the arrival of European settlers, with the effect that the appearance of the cones has been permanently altered. The scoria and basalt stone taken from these cones has been used to build many of Auckland's roads, kerbs, boundary walls and buildings, and lends a distinctive look to the Albert-Eden Local Board area.

A quarry was established near Mount Eden Prison in the early days of settlement in the area, and prisoners provided much of the labour that went into quarrying the stone and building the area.²⁷⁵ Maungawhau was actively quarried from 1858 to the 1940s, while sporadic quarrying also took place on Maungakiekie and Titikopuke. In Epsom, at least six quarries were worked from the 1870s onwards, with some operations continuing well into the 1920s.²⁷⁶ The most notable quarry in Epsom was J.J. Craig's quarry in Omana Avenue (1909-1928), which provided copious amounts of scoria and basalt for Auckland's roading projects at a time when the road network was rapidly expanding. The site was converted into Eden Garden in 1964.²⁷⁷ In nearby Balmoral, the central part of Marsden Avenue developed from a quarry that operated well into the twentieth century. Bluestone Quarries Ltd. owned the land from 1922 to 1933, ultimately extending Marsden Avenue through the basalt and subdividing the land as the Renown Estate.²⁷⁸

In Mount Albert, local residents saw what was happening to the other volcanic cones and appealed to the local authorities to prevent further quarrying of Ōwairaka. Though this was initially granted, it did not take place in actuality, as "the needs of the Railway Department took precedence, and it would be many years before this status was granted. Meanwhile, quarrying continued, forever altering the appearance of Ōwairaka. Around 1910 there were three quarries in operation, one on the northern side, one on the southern side, and one on the eastern side. Finally, in 1959, the last quarry closed, some twenty years after the mountain was vested in the Mount Albert Domain Board. Today Ōwairaka is a well-used recreation ground."²⁷⁹

Throughout the 1920s quarrying also took place at Oakley Creek, "resulting in the [removal] of thousands of yards of bluestone metal, taken by barge and road transport to the east coast bays and around Albany for the roads there as the land was opened up."²⁸⁰

²⁷⁵ Franklin, 37.

²⁷⁶ Bush, *The History of Epsom*, 57-59.

²⁷⁷ *Ibid.*, 393.

²⁷⁸ *Auckland Star* (24 April 1933) p18 col.4. DI A.2/143.

²⁷⁹ Matthews and Matthews Architects Ltd. et al., *Mt Albert Heritage Study*, 45.

²⁸⁰ Walker, 22.



ROAD METAL FOR THE STREETS OF AUCKLAND: TEAMS CARTING STONE FROM THE CITY COUNCIL QUARRY AT MOUNT EDEN.

Figure 66. Teams of horses carting stone from the City Council quarry at Mount Eden, 1907.
Sir George Grey Special Collections, Auckland Libraries, 7-A1692.



Figure 67. View of Ōwairaka - Mount Albert showing ballast line leading to quarry, circa 1900-1909.

Sir George Grey Special Collections, Auckland Libraries, 4-429.