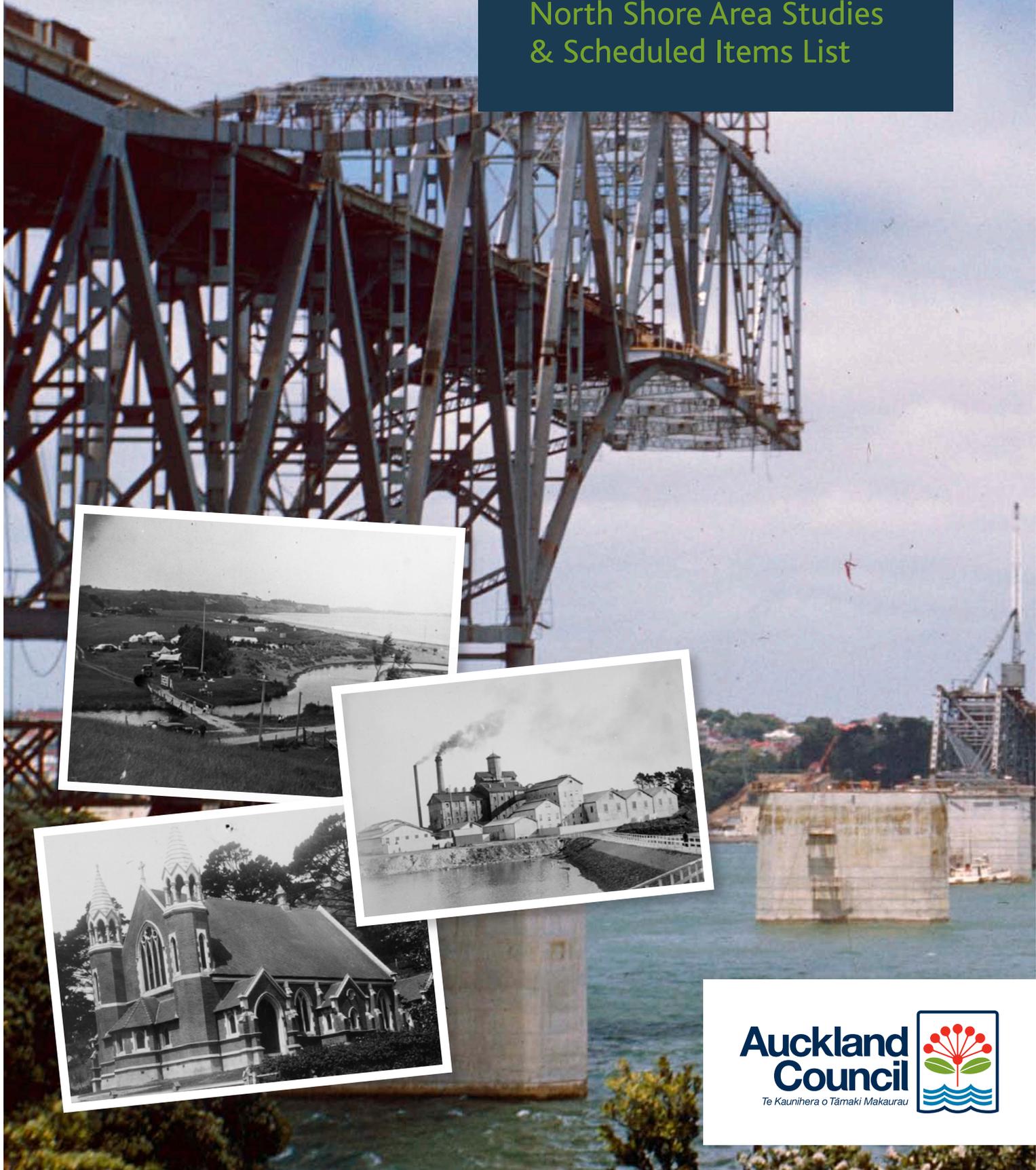


North Shore Heritage

Volume 2

North Shore Area Studies
& Scheduled Items List



Auckland Council
Te Kaunihera o Tāmaki Makaurau



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Title page images:

Background: Moving the pick-a-back section of Auckland Harbour Bridge into place, November 1958. Photographer: Ron Clark. North Shore Libraries, T7213.

Inserts, top to bottom: The camp ground at Long Bay, c.1930s. North Shore Libraries, E0018.

The Chelsea Sugar Refinery, c.1910-15. Auckland War Memorial Museum, C26310.

St Francis de Sales and All Souls' Catholic Church in Albert Street, Devonport. North Shore Libraries, D_GBC_0001.

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Introduction

This review was commissioned by North Shore City Council (now Auckland Council) in 2009. It represents the successful completion of actions contained in the North Shore City Historic Heritage Strategy [2009] to carry out a thematic assessment framework review of the existing District Plan schedule and systematically identify additional historic heritage items and areas for scheduling.

The review had a number of broad objectives. These are:

- To prepare a thematic overview of the historical development of the North Shore. While a number of local area histories have been written, until very recently, no general history of the North Shore was available to assist those seeking to better understand and appreciate the development of the area as a whole. The overview collates information gathered from a number of secondary sources, but also introduces new information obtained from an examination of primary materials.
- To review the range of buildings, objects and places currently identified in the District Plan, and identify any potential heritage resources (buildings, objects and places) that have previously been overlooked.
- To identify areas or precincts on the North Shore of distinctive character, and evaluate their potential heritage values.
- To further research and assess heritage resources that embody identified themes, and make recommendations regarding their sustainable management, particularly in relation to protection under the District Plan.

The thematic framework approach chosen for the review is widely used in New Zealand and internationally, and is promoted by the New Zealand Historic Places Trust as the best practice approach. It is a useful way of identifying buildings and places of heritage significance, and the people and events associated with them, in an historical context. Such an approach is also helpful when locating heritage resources within a local, regional, national and even an international context, determining the comparative significance of resources, and thereby facilitating decisions about statutory protection and management.

The thematic overview should not be considered as a comprehensive history of the North Shore; neither should the lists of places that represent themes be considered exhaustive. For example, the project team recognise that there are likely to be gaps in the narrative relating to Maori association with this area, and this will be reflected in the identification of places relating to specific themes. In part, this gap is due to the lack of robust information about the history of Maori on the North Shore that is available in the public domain, but it is also because it has not been possible for the project team to fully engage with tangata whenua in the preparation of the review.

It is important to understand that the identification and evaluation of heritage resources is a work in progress. The history of places, and the people and events associated with them, is not static; it is continuously being told and retold, in the light of new information, new perspectives, and the passage of time. Inevitably, there will be places whose stories have not been revealed through the research associated with the review. The Council will need to continue to update the information it has gathered in the course of this review, especially in relation to those places of heritage significance that warrant district plan protection.

Completion of the thematic review report is the first, critical stage of an ongoing process to better identify, protect and appropriately manage the historic heritage resources of Auckland's North Shore. The resources identified through this review as having the potential to be protected in the district plan require further analysis and assessment before recommendations for inclusion can be considered by Auckland Council, and decisions made about initiating changes to the district plan. The further analysis and assessment of specific sites and areas, and any recommendations regarding district plan protection are still under consideration, and are therefore not available for inclusion in this thematic review report.

The report is comprised of three sections:

Section A contains the thematic historic overview that identifies key themes in the development of the North Shore – Land and People, Infrastructure, Building the City, Work, Government and Ways of Life. Using this thematic framework (see below), the overview explores the history of the North Shore, telling the stories of important places and the people associated with them, and placing both within a regional and national context.

The principal author of the thematic history is Tania Mace, who built upon an initial draft prepared by David Verran. Bruce Hayward and Russell Gibb contributed to the text relating to geology and Maori association with the North Shore, while Dan Davis provided graphic design input to the maps produced by the review's project team.

Section B is comprised of a number of focused area studies that use the thematic framework developed in Section A to direct more detailed investigation, and to identify structures, buildings and areas that embody the North Shore's heritage narratives.

Sections A and B of this report should be read in tandem so that the more detailed information contained in the area studies can be considered within the context of the wider sweep of the thematic history.

The principal authors of the area studies are:

Takapuna-Devonport - Salmond Reed Architects Ltd and Susan Yoffe

Northcote, Birkenhead, Birkdale-Beach Haven and Glenfield - Matthews & Matthews Architects Ltd and Lisa Truttman

Albany and East Coast Bays - Archifact Ltd

Section C contains the appendices from the North Shore City District Plan that itemise the heritage buildings, places and sites subject to protection under the provisions of the plan.

Authorship

The review report is in large part the result of the collaborative efforts of a project team composed of heritage consultants and Council officers. The team included the following people:

Tania Mace, Historian

David Verran, Historian

Richard Bollard, Bruce Petry and Jeremy Salmond, Salmond Reed Architects Ltd

Jane Matthews, Matthews & Matthews Architects Ltd

Heike Lutz and Theresa Chan, Archifact Ltd

Susan Yoffe, Historian

Lisa Truttman, Historian

Tony Barnes, Auckland Council

Aranne Donald, North Shore City Council

Russell Gibb and Dan McCurdy, Geometria

Dan Davis, Graphic Artist

Dr Ann McEwan, Heritage Consultancy Services

Leslie Vyfhuis, Auckland Council

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The review could not have been completed without the support and assistance of many people, both within the Council and the wider community, and the report authors wish to thank all those who have assisted with its preparation. While it is not possible to acknowledge everyone, the staff at North Shore Libraries, Auckland City Libraries, Auckland War Memorial Museum Library, Alexander Turnbull Library and Devonport Museum deserve special mention. We are especially grateful to Karen Gillard, Archives Officer at Auckland Council, Keith Giles in the Sir George Grey Special Collections at Auckland City Libraries, and Rod Cornelius and Peter Weeks of Devonport Museum for permission to reproduce photographs, plans and other documents, and for their ongoing support throughout the project. Special thanks also to Kirsty Webb, New Zealand Collection Librarian, Takapuna Library. We are also grateful to Mrs Margaret Field, and all North Shore residents who generously shared their knowledge of the area with the review authors. Their generous contribution of personal stories, recollections and historical information during the community workshop held in November 2009 and throughout the course of the project was invaluable to our understanding of North Shore's development.

Thematic Framework

Chapter 1 Land and People

Section 1.1 Geology

Section 1.2 The People of the North Shore

Chapter 2 Infrastructure

Section 2.1 Transport

2.1.1 Water Transport

2.1.2 Trams

2.1.3 Buses

Section 2.2 Roads

Section 2.3 Communication

Section 2.4 Utilities

2.4.1 Water Supply

2.4.2 Drainage

2.4.3 Power

Chapter 3 Building the City

Section 3.1 Subdivision of Land

Section 3.2 Commercial Architecture

Section 3.3 Residential Architecture

Section 3.4 Public Spaces

Chapter 4 Work

Section 4.1 Farming

Section 4.2 Industry

4.2.1 Quarrying

4.2.2 Kauri Gum and Timber

4.2.3 Brickmaking

4.2.4 Boatbuilding

4.2.5 Sugar Works

Section 4.3 Commerce

Section 4.4 Tourism

Chapter 5 Government

Section 5.1 Local Government

Section 5.2 Defence

Section 5.3 Justice

Section 5.4 Healthcare

Chapter 6 Ways of Life

Section 6.1 Religion

6.1.1 Anglican Church

6.1.2 Catholic Church

6.1.3 Methodist Church

6.1.4 Presbyterian Church

6.1.5 Other Denominations

Section 6.2 Education

6.2.1 Pre-school Education

6.2.2 Primary Education

6.2.3 Secondary Education

6.2.4 Tertiary Education

Section 6.3 The Arts

Section 6.4 Cinemas and Halls

Section 6.5 Local Media

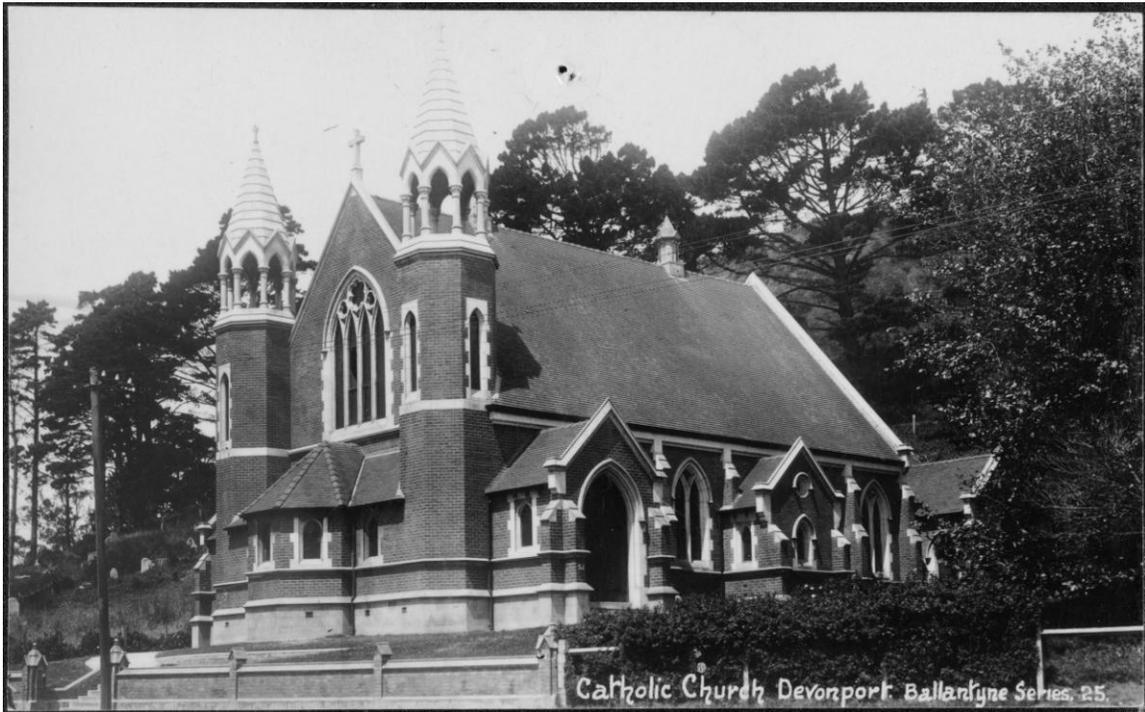
Section 6.6 Sport

Section 6.7 Community Organisations and Facilities

Section 6.8 Remembering the Past and Preserving it for the future

Section B North Shore Area Studies

Devonport and Takapuna



St Francis de Sales and All Souls' Catholic Church, Albert Street, Devonport. North Shore Libraries, D_GBC_0001

Principal Authors: Salmond Reed Architects Ltd & Susan Yoffe

Devonport

(Mt Cambria), which formed a scoria cone. Finally, Takarunga (Mt Victoria), also a scoria cone, had its cone breached to the south east which allowed lava flows down to the sea.¹ It is believed that when it was breached the collapsed remnant of the cone was carried some distance by the lava before coming to rest much closer to the foreshore creating a hill, Takamaiwaho (Duder's Hill), now largely quarried away.

Devonport's business area is sited on an old boulder bank, and this area was a ballast ground for early sailing ships. The Takapuna (North Head) cone was subsequently joined to the 'main land' mass by a sandspit. Likewise, a sandspit formed at Kiritai (Narrow Neck), which joined the island to the peninsula. Ngataranga Bay became a saltmarsh at its eastern end.

The cones would have been bush-clad before they were modified by Maori occupation for cultivation and defence. These modifications, with terraces and banks, give the cones their current distinctive silhouette. The Takapuna cone was crowned by pohutukawa that came right down to the shore. Together with karaka, mahoe, toitoi and clematis, kauri gum has been found at Ngataranga Bay and Stanley Point, indicating mixed forest of previous times.²

The arrival of European settlers in the mid-19th century inevitably altered the landscape. The volcanic cone of Mt Cambria was quarried away for road building, as was Duder's Hill. The mangrove swamp where Ngataranga Bay reached Narrow Neck was reclaimed from the late 1870s to form the race course – now the golf club and Woodall Park. This reclamation enabled Lake Road to be built, thereby affording a more direct route north than the Old Lake Road around Narrow Neck. Reclamation has taken place on the Stanley Point side of Ngataranga Bay – much of it by the Navy – and the sandspit that joined Stanley Point to the rest of Devonport has been built up.³

Places that represent this theme include:

The *geological* significance of the Mount Victoria Volcano, the North Head Volcano, the St Leonards/Narrow Neck Waitemata Sandstone Cliffs and the Narrow Neck Structural Discordance is recognised in Appendix 8B of the District Plan, Schedule of Sites of Geological and Landform Significance, and these features are protected by appropriate plan rules. The *visual* significance of the cones is recognised and protected by the height controls in Appendix 2 of the Planning Maps, which protects views of the cones from Lake Road and other surrounding vantage points.

In addition, Appendix 8F of the District Plan contains a schedule of Significant Views from Public View Points, which includes harbour and Rangitoto views and views of the city and isthmus cones. The archaeological significance of the cones is recognised in Appendix IIB Schedule of Archaeological sites, as discussed in the following section.

Duder's Hill *Takamaiwaho*, site of the Masonic Hotel, now quarried away.

1.2 The People of the North Shore

Kupe and his crew are believed to have been the first people to see the Waitemata Harbour in about 925AD. Kupe is said to have sheltered for a while in Te Haupakaua (Torpedo Bay), and the crew he left there when he returned to Hawaiki are considered the first settlers of New Zealand. Toi te Huatahi who came in about 1150, following Kupe's sailing directions, also landed at Te Haupakaua. He was followed by his grandson, Uika, who settled permanently at North Head *Maunga Uika*. At this time the people of the area were generally called Te Kawareau. Another wave of canoes arrived about 1350 and of these, the Tainui canoe is known to have anchored at Te Haupakaua (Torpedo Bay) and subsequently at Taikehu (Devonport Beach). The Tainui people named the spring on North Head, Takapuna, and this name eventually came to mean all the land northwards to Lake Pupuke. In the mid 1980s the Devonport Borough

¹ John Morton, 'The Island Borough', S Musgrove, ed., *The Hundred of Devonport: A Centennial History*, Auckland, 1986, p.15.

² Devonport Historical and Museum Society.

³ John Morton, 'The Island Borough', *The Hundred of Devonport*, p.19.

Council erected a plaque on the King Edward Parade foreshore, near Torpedo Bay to commemorate the arrival of the Tainui canoe.

Typically, the older tribes found themselves in conflict with the newcomers and fortified pa sprang up on every hill and headland. The Kawarau people generally occupied the north shore of the Waitemata Harbour and the Ngati Wai the south shore. Other tribes were the Ngati Whatua from Northland and Ngati Paoa from Thames. As a result of continual warfare the area became largely depopulated by 1750, and many pa fell into disrepair. The Takapuna area had become difficult to hold because it was easy to attack and allowed little chance of retreat or escape due to its island-like shape. After a Ngati Whatua defeat at Tamaki, the Kawarau chief encouraged Ngati Paoa to refortify North Head. They were attacked by Nga Puhī from Northland, who besieged the pa for several months during the winter of 1793. The occupants eventually escaped to Waiheke. Once again the area fell into disrepair, with no permanent population despite the fertility and natural resources it possessed. After Nga Puhī had withdrawn, Ngati Whatua controlled the Waitemata.⁴

The French explorer, D'Urville, arrived in 1827 and anchored at Torpedo Bay. This event is commemorated by a plaque on the foreshore near the Naval Museum. The ship's surveyor, Lottin, climbed Mt Victoria – the first European to do so – and reported on the thick bracken and overgrown weeds. He also commented on the physical signs of warfare from collapsed fortifications, houses and agricultural fields.

With the end of the musket wars a few Maori returned to settle in Devonport, and were living there when the Treaty of Waitangi was signed in 1840. Until 1863 a small group of Maori lived near the swamp at Torpedo Bay, in an area between Cambridge Terrace and Cheltenham Road. The meeting house was on the second section east of Cambridge Terrace.⁵

An early purchase of Devonport land was that of Lot 8, on the northwest side of Mt Victoria, which was sold to Te Rangi, a former constable in the Armed Police Force. It was sold six years later to a Pakeha and it is not known if he occupied the land himself.⁶

In the 20th century, it was not until Maori joined the New Zealand Navy in numbers after WWII that any significant number of Maori lived in Devonport again. The Navy marae, Te Taua Moana, was opened in 2000 and remains the only marae in Devonport.

The famous Nga Puhī chief, Eruera Maihi Patuone, from Hokianga, lived in Devonport and Takapuna in his later years and is buried in the cemetery at the foot of Mt Victoria. His life spanned from the early European visits through to the arrival of missionaries, land wars and settlement. With his brother, Tamati Waka Nene, he was involved in the musket wars, joining up with Hongi Hika. In 1819 they were allied with Te Rauparaha in a raiding party (tauā) that ranged all the way down to Wellington. Later he recognised the potential of colonisation and the advantages that trade with Europeans would bring. In 1826 and the early 1830s he visited Sydney to arrange for shipments of spars.⁷ In 1840 he was baptised by the Rev. Henry Williams and was an early signatory to the Treaty of Waitangi. On the North Shore he first lived on the northern slopes of Mt Victoria and his kainga (compound) was known as Riria, after his late wife.⁸ In 1851 Governor Grey granted him 110 acres between Takapuna Beach and the lagoon by Barry's Point Road. His kainga, Waiwharariki was on the small hill presently occupied by the Assembly of God church. Eruera Maihi Patuone died in 1872 aged 108.⁹ He is remembered in a Devonport street of this name.

⁴ Devonport Historical & Museum Society.

⁵ Thomas Walsh, *An illustrated story of Devonport and the old North Shore from 1841 to 1924: with an outline of Maori occupation to 1841*, Auckland, 1924, 1986 facsimile, p.15.

⁶ David Verran, *The North Shore: An Illustrated History*, Auckland, 2010, p.53.

⁷ Angela Ballara, 'Patuone, Eruera Maihi ?-1872', *Dictionary of New Zealand Biography*, www.dnz.govt.nz, updated 22 June 2007.

⁸ Verran, p.22.

⁹ Devonport Historical & Museum Society.

Pakeha settlement overlaid the earlier Maori landscape with a pattern of roads, building lots, houses, shops and other necessary facilities. The first European building on the Devonport foreshore was a powder magazine built in 1840, on the sandspit that is now Windsor Reserve. The following year Captain Snow was employed as signal master on the top of Mt Victoria, and he and his family were the first permanent residents of Devonport. By the time of the first police census in 1842 Snow had been joined by Thomas Duder and William Brown.¹⁰

Devonport was bought from Ngati Paoa as part of the Mahurangi block in 1840-41. For the first ten years the area was administered by the Crown and occupied by naval personnel looking after stores and ammunition.¹¹ Known as Flagstaff, it was important to Auckland harbour for the signal station that was set up in 1841 on Mt Victoria. The area was surveyed and subdivided for farms and town sections in the early 1850s. Many of those who took up the Crown Grants became leaders in Devonport governance and commerce, and are remembered in places and streets: Alex Alison, Thomas Duder, RH Wynyard, JW Williamson, James Burgess and AH Russell.

Devonport grew with the arrival of the first shipbuilders, farmers, churchmen, teachers, and shopkeepers, and a fledgling community emerged. The population in Lake Road increased enough for the first school/Anglican church to open in 1856 on the site of the present Holy Trinity Church in Church Street. These early residents were the ones who continued to influence the growth of Devonport even when the population had risen in the 1880s and 1890s.

The initial growth of Devonport saw intense rivalry between two 'ends', one at Victoria Road and the other further along the waterfront at Church Street. It also involved prominent citizens whose contribution to the economic development of the area is significant even today.

In the young settlement the acquisition of, and speculation in, land provided wealth for some, and government control could be influenced or manipulated by men of means who jostled for position. From the outset the settlers were determined that the main road north should be from Lake Road (Church Street) and not from Stoke's Point (Northcote). The road north via Church Street had already been surveyed. It went directly north to Narrow Neck beach across the sandspit, and up the gentle slope of Old Lake Road.

George Beddoes began shipbuilding at Torpedo Bay in 1858, and in 1859 he was joined in this enterprise by the Holmes brothers. In 1863, however, the Beddoes-Holmes partnership broke up, and the Holmes brothers moved to the bottom of Victoria Road where they built a slipway adjacent to Windsor Reserve. Their plan was to develop Victoria Road as the centre of the settlement rather than Lake Road (Church Street).¹² They built the Flagstaff Hotel in 1864 at the bottom of Victoria Road and set up ferry services from Victoria wharf.

However, Thomas Duder, signal master and settler, and William Copley, who had made money in the goldrush, were determined that the economic and social centre should remain at Lake (Church) Road. To this end, Thomas Duder leased part of Lot 18A to George Beddoes to build the Masonic Hotel, which was designed by leading architect Richard Keals and opened to great acclaim in September 1866.¹³

The Holmes Brothers' ferry service, using the *Enterprise* from the Victoria wharf, was successful. In 1866, Beddoes approached the harbour board with the proposition to build a wharf at the end of Lake Road opposite the Masonic Hotel, and offered to pay half the cost.¹⁴

The Beddoes, Duder and Copley faction then proposed to run a ferry service from their wharf. On hearing this, Holmes Bros applied to the Superintendent of the Provincial Council for a three-year

¹⁰ Verran, p.48

¹¹ Gael Ferguson, 'The Borough', *The Hundred of Devonport*, p.30.

¹² Ibid.

¹³ Deed 28810.

¹⁴ Walsh, p.12.

monopoly for their ferry service. Howls of protest issued from a meeting at the Masonic in November 1866 - 'it was unsound and unjust ... and now forsooth, not content with large returns for all their outlay, they must ask for a monopoly for three years!'¹⁵ All to no avail.

Thus it was not until April 1869 that the Auckland & North Shore Steam Ferry Company, headed by William Cobley, was inaugurated with the ship *Lallah Rookh*.¹⁶ Cobley also obtained permission to sink a well across the street from the Masonic in order to have water for the steamer. Cobley had even persuaded the Holmes' captain to join his enterprise. Holmes Bros in turn countered by running horse buses to carry passengers to and from Victoria wharf free of charge. William Cobley then offered free ferry trips for Devonport residents! This ludicrous situation lasted just six months. Cobley, tiring of it all, finally sold the ferry to the Holmes brothers.¹⁷

Victoria Road developed as the commercial centre but East Devonport continued to flourish. The Duder brothers, Richard and Robert, opened their shop on the corner opposite the Masonic Hotel in 1874 and the store behind in 1881. They built a wharf for the shipping of their goods and coal for their brickworks in Ngatararinga Bay.

Devonport grew in the 1880s due to the arrival of the military and the construction of defence works on North Head, coupled with the efficient and reliable ferry service of the newly formed Devonport Steam Ferry Company in 1885. Commuting was now possible and businessmen from the city began to settle and build large residences. Over the next 20 years Devonport began to develop as a 'marine suburb'. Farming continued - supplying fruit, vegetables and milk - but was becoming less important.

By the turn of the 20th century, clerks, bank officials and other professionals who worked in the city were coming to live in Devonport. Builders and tradesmen were in demand and the usual services of dressmakers, tailors, milliners, midwives, and photographers were all on offer.¹⁸

Chinese vegetable gardens were situated at the top of Victoria Road on the east side and also on the north side near the Albert Road roundabout in the 1870s.¹⁹ Along Bayswater Avenue there were Chinese and Indian vegetable growers into the 1930s. No other ethnic group has had a significant presence in the area.

Places that represent this theme include:

Appendix IIB contains a Schedule of Archaeological sites, of Maori and European origin, 18 of which are in the Devonport Ward and are identified numerically by their New Zealand Archaeological Association (NZAA) Site Record number:

| | | | |
|-----|---------|--|---|
| 97 | Pa | (Volcanic Hill) | North Head |
| 109 | Pa | (Volcanic Hill) | Mount Victoria |
| 110 | Pa | (Volcanic Hill) | Mount Cambria, Vauxhall Rd, <i>Takararo</i> |
| 203 | Midden | Shell/Cultivation/Findspot (Adze) | Vauxhall Rd, Narrow Neck Beach end |
| 916 | Midden | (Shell, Fish-bone, Glass and Metal) (Historic) | North Head, Cheltenham Beach side |
| 968 | Middens | (Shell) | end of Aramoana Avenue, Duders Point |
| 969 | Middens | (Shell) | end of Aramoana Avenue, Duders Point |
| 970 | Midden | (Shell and fish-bone) | Norwood Road, Bayswater |

¹⁵ 'The Proposed Steam Monopoly', *Daily Southern Cross*, Vol. XXII, 22 November 1866, p. 5

¹⁶ Walsh, p.8.

¹⁷ Paul Titchener, *Beginnings: A History of the North Shore of Auckland*, Vol. 5 p.4.

¹⁸ *Ibid.*

¹⁹ Gael Ferguson, 'Industry and Commerce', *The Hundred of Devonport*, p.60.

| | | | |
|------|---------------|-----------------------|--|
| 971 | Midden | (Shell) | end of Beresford Street, Bayswater |
| 1701 | Stone wall | (Historic) | Kapai Road Devonport |
| 1721 | Fortification | (Military) (Historic) | Mount Victoria <i>Takarunga</i> |
| 1722 | Fortification | Military) (Historic) | North Head, <i>Takapuna</i> |
| 1723 | Fortification | Military) (Historic) | Vauxhall Road Fort Takapuna |
| 1795 | Brickworks | Jetty | Ngataranga Bay, near Lake Road |
| 1809 | Brickworks | (Historic) | Ngataranga Bay by end of Victoria Road |
| 1817 | Naval Station | Windsor Reserve | Windsor Reserve |
| 1890 | Working Floor | | King Edward Parade |
| 1820 | Wharf | Tillers Wharf | King Edward Parade, near Buchanan Street |

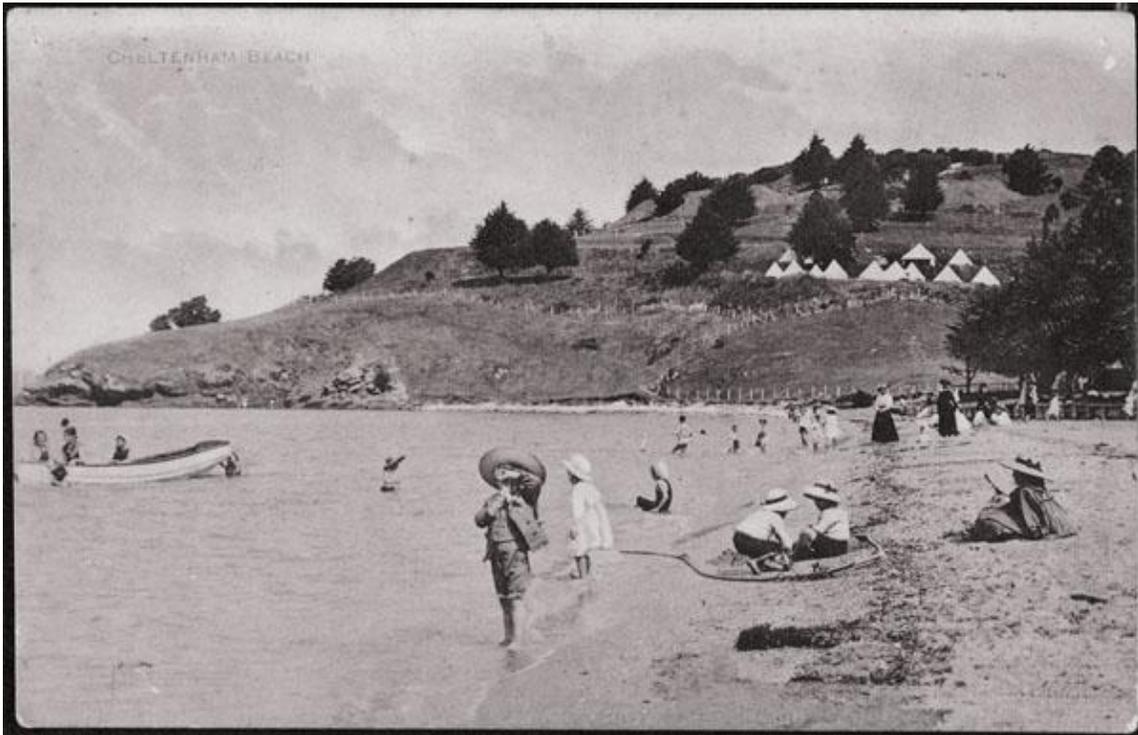


Fig. 2. Cheltenham Beach c.1910, North Shore Libraries, D GBCHC 0007.

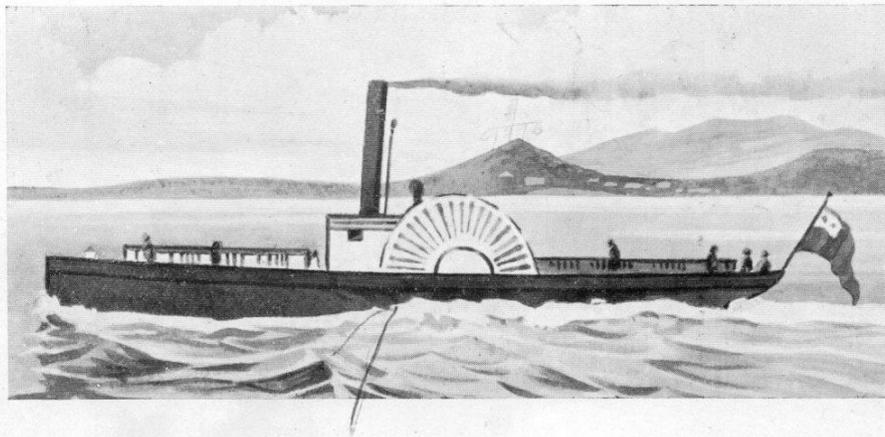
Theme 2 Infrastructure

2.1 Transport

2.1.1 Water Transport

From the earliest days of settlement people relied on private dinghies and larger vessels to get themselves and the goods they produced to Auckland city. When the ferries became regular and reliable this was no longer necessary.

There was no regular transport linking Flagstaff (Devonport) to Auckland until 1854 when the Auckland Provincial Council contracted the services of an open ferryboat, which carried 20 passengers. In 1860 the Council accepted a tender from Captain Kreft for a ferry service in the small ship *Emu*, which sank off Motutapu Island in the same year. In 1864 Holmes Bros built the Flagstaff Hotel and wharf at the bottom of Victoria Road, and applied to run a cutter service. Their vessel, *Enterprise*, began the first scheduled ferry service in 1865.



P. S. Enterprise No. 1, built and operated by Holmes Bros.
This boat followed the *Emu* and *Waitemata* (known later as *Enterprise No. 2*)
in the ferry service.

Fi

g. 3. Ferry *Enterprise*. T. Walsh, *Wherry to Steam Ferry*, 1932, facing p.25.

Battles raged for some years between rival companies, as noted previously. In 1885 the Devonport Steam Ferry Company (DSFC) was formed by Ewen Alison and others. The DSFC fleet began with the paddle steamers, *Tongariro* and *Tainui*. They were followed by the *Victoria*, *Alexandra*, *Eagle*, *Britannia* and *Osprey*. The ferry commute became part of the social fabric of Devonport as people formed friendships and business connections during the 30-minute crossings. Thanks to the ferries, Devonport also became a favourite destination for weekend outings.²⁰

In 1911 a vehicular ferry service began, with the *Goshawk* landing vehicles on a pontoon at the end of Victoria wharf. The new specially engineered wharf for the vehicular ferry was built in 1927, and guaranteed that Devonport would remain an important transit point for goods and traffic for the next 30 years. With the opening of the Auckland Harbour Bridge, traffic by-passed Devonport and the North Shore Ferry Company, formed in 1959, scrapped most of the old ferries, retaining only the *Kestrel*.

²⁰ John Morton, 'The Island Borough', *The Hundred of Devonport*, p.24.



Fig. 4. PS *Eagle* leaving Auckland Wharf for Devonport, 1907. North Shore Libraries, NO110023.

Devonport (Victoria) wharf was roofed and enclosed in 1926, and rebuilt in 1988 when Fullers Ferry Company introduced the faster two-hulled *Kea*, which cut the harbour crossing down to ten minutes.

There has been a wharf at Stanley Bay since 1863 but it wasn't until 1899 that a wharf long enough for a ferry to berth at was built. The ferry service, via Devonport, began the following year. A direct ferry service to the city began in 1924.²¹

Ferries also ran to the Bayswater wharf at the end of O'Neill's Point, with the Takapuna Tramways & Ferry Company commencing ferry service from here in 1910 to serve the Belmont to Milford area. This service connected with the steam tram route to Takapuna and around the Lake, and in 1927 the route and ferries were bought by the Devonport Ferry Company.

Goods for local consumption and manufacture were shipped by scow and other vessels to the wharves along the foreshore. The Duder Brothers, who had a wharf at Torpedo Bay for coal for their brickworks, also ran a horse drawn cartage business.

Places that represent this theme include:

Site of original Devonport Wharf, King Edward Parade / Church Street
Duder's Wharf
Victoria Wharf

²¹ Verran, p.181.



Fig. 5. Unloading scows into carts at Duder's Wharf, Torpedo Bay. Sir George Grey Special Collections, Auckland City Libraries 4-3039

2.1.2 Trams

In 1885 the Devonport and Lake Takapuna Tramways Company Ltd obtained a concession for an ambitious project to run horse trams through various routes in Devonport and as far afield as Lake Takapuna (Pupuke).

Tracks were laid, and from September 1886 they operated from Devonport to Cheltenham with the idea of transporting ferry passengers to Cheltenham Beach for outings. It was never a financial success, no further tracks were laid and the company was sold to the Duder Brothers after just six months. They too gave up on it in 1894. A passenger service with horse coaches ran to Takapuna from the 1880s and further north from 1895.²²

Various attempts to operate trams in Devonport were made in 1898 and 1907 but these did not succeed. By 1908, the Takapuna Tramways and Ferry Company Ltd had been formed by Edwin Mitchelson, whose steam trams are credited with opening up the Bayswater / Belmont and Takapuna areas for settlement.

Tracks were laid from Bayswater Wharf up King Edward Avenue (Bayswater Avenue), and northward along Lake and Hurstmere roads to Shakespeare Road, around Lake Pupuke and back to Hall's Corner in Takapuna. The steam-driven trams proved very popular. However, opposition came from the Alison family who owned the Devonport Steam Ferry Co. but were denied a license to run their buses further north than Belmont. However, Ewen Alison found a loophole by buying a fleet of seven-seater Hudson cars, which were not classed as buses and were more comfortable than the tram, to bring passengers to his ferries at Devonport. The Tramways and Ferry Co. Ltd folded in 1927, selling its ferries to the Devonport Steam

²² Devonport Historical and Museum Society.

Ferry Company.²³ Any structures associated with the trams, such as the tram barns at Takapuna and the repair shop at Bayswater, no longer exist and the rails on which they ran have largely been removed during later road works. Some remnant rails may remain buried on the Bayswater reclamation and under Bayswater Avenue.



Fig. 6. Tram tracks on King Edward Parade, 1886. North Shore Libraries, D GSK 0009.

Places that represent this theme include:

None identified.

2.1.3 Buses

For the first four decades horseback and horse-drawn vehicles were used for private and commercial transport within the local area and further north.

The earliest road transport was Parson's Coaches, which in the 1880s ran a horse-drawn coach service to the north from stables in Clarence Street. Paterson Brothers, who had stables in Takapuna, also ran a service north from Devonport. After the collapse of Alison's Takapuna Tramways and Ferry Co. in 1927, EW Alison's North Shore Transport Co. introduced buses to Belmont, Takapuna and Milford that ran to the ferry service at Devonport and Bayswater. From the mid-1930s this service was extended to Castor and Brown's Bays. During the 1920s a local service, the Bluebell, ran from Victoria Wharf to Narrow Neck and Victoria Park (Ngataranga), and the Stanley Bay Bus Co. serviced the western peninsula until 1947.²⁴ For more distant journeys further north, the Orewa to Waiwera White Star Service operated from Anne Street.²⁵

²³ 'Trams put Takapuna on the right track', *North Shore Times Advertiser*, 6 November 1975, reprinted in *Beginnings*, Vol. 1, p.30

²⁴ Verran, p.196.

²⁵ Gael Ferguson, 'Industry and Commerce', *The Hundred of Devonport*, p.56.



Fig. 7. Special dispersion auction of teams and equipment by Mr. W. Parsons, 1899, North Shore Libraries, D GSV 0010 0.



Fig. 8. Buses at Victoria wharf, c1913. North Shore Libraries, T2311.

In the mid-1930s Devonport Borough Council built a number of timber bus shelters with clay-tiled roofs costing £40 each, to which the bus company contributed £5.

Places that represent this theme include:

Bus shelters: (9 in total)

Lake Road near Clifton Road intersection (1) and between Hanlon and Seabreeze Road (1)

Old Lake Road, near Lake Road intersection (2), by Hamana Street (1), by the Wakatere Yacht Club (1)

Wicklown Road (1)

Vauxhall Road (footpath by Fort Takapuna) (1)

By 67 Vauxhall Road (by Albert Street corner) (1)

2.2 Roads

The first roads in Devonport extended along the waterfront, following King Edward Parade (Beach Road) and then up Church Street. These were built with roading material sourced from nearby Mt Cambria. The route north led away from Torpedo Bay, and followed the line of Church Street and Vauxhall Road across the sandspit at Narrow Neck, up the hill of Old Lake Road to Lake Road itself. The Borough Council Minutes record the constant struggle to keep the roads passable.

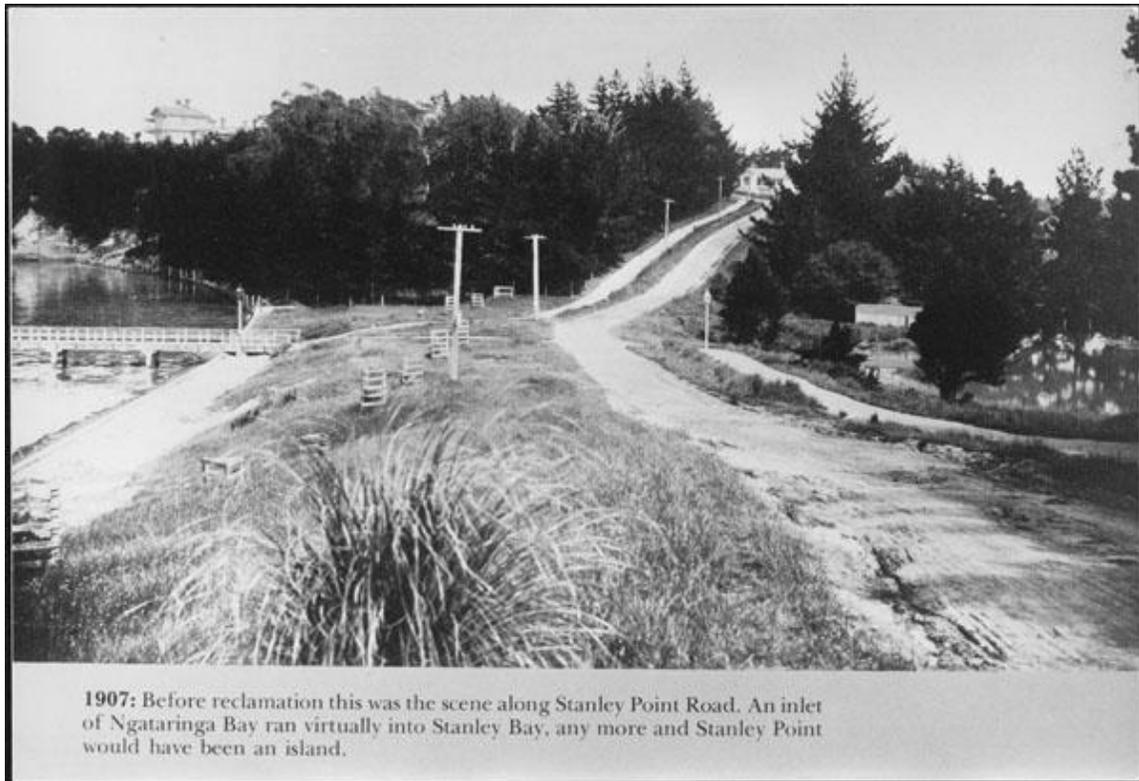


Fig. 9. Stanley Point Road 1907. North Shore Libraries, D GSS 0003.

Ngataranga Bay was drained and filled in the late 1870s, and Lake Road built to provide a more direct route north. This was influential in Victoria Road becoming the commercial centre. Roads generally followed natural contours with minimal earthworks, but in some locations extensive bluestone retaining walls were used.

The growing popularity of the private automobile necessitated the improvement of roads, and concrete roads such as Calliope Road were some of the first in New Zealand. Many concrete roads were built in Devonport in the interwar period. Of these, only one fragment remains, a strip of Old Lake Road along

Narrow Neck Beach. Concrete was originally thought to be more durable and long lasting than asphalt, but it does not respond well to underlying earth movements and is difficult to maintain when services such as water, gas and sewers are located underneath.

Many of the schemes that were periodically presented for a harbour crossing suggested Stanley Bay as the terminus. Devonport residents were divided at the prospect. Finally the Harbour Bridge bypassed Devonport altogether and the decision to situate it at Northcote Point, although contested at the time, has contributed to the conservation of Devonport's unique character and 'maritime village' ambiance.



Fig. 10. Jack Paterson in his 1920s 'The Up-to the Minute Car', promoting Paterson's Motor Garage in Devonport. Photographer C.F. Bell. North Shore Libraries, D TR 0008 0

Places that represent this theme include:

| | |
|-----------------------|---|
| Tudor Street | Cobbled bluestone street and kerbs, visible at Church St vehicle crossing and outside No 8, now asphalted over. |
| Old Lake Road | Fragment of concrete road by Narrow Neck Beach and Wakatere Yacht Club |
| Lake Road | Bluestone boundary retaining walls, vicinity of Aramoana and Ngataranga Road |
| 66 & 74 Victoria Road | Bluestone retaining walls and pedestrian access way |
| 18 Kerr Street | Bluestone retaining wall by Devonport Primary School |
| Clarence Street | Pedestrian walkway |
| Glen Road | Pedestrian walkway to Stanley Bay Park used by Stanley Bay Primary |

2.3 Communication

In the early days of the colony, communication between Auckland and the outside world was by ship. The signal station on the summit of Mount Victoria was important as flags were raised on the signal mast to indicate the arrival of various ships to the Port of Auckland, and to instruct ships waiting to enter the harbour. Until the 1860s Devonport was named after the signal station and known as Flagstaff.

The original signal station was constructed in 1842, but the signalman had to wait until 1898 for the Harbour Board to build him a house on the southern slope. This dwelling is now the Michael King Writers' Centre, and the relocated signal mast can be seen in the Windsor Reserve.

In 1863 Oliver Mays, a schoolteacher, was appointed as the first postmaster. Two years later he opened a store/post-office on the corner of Tudor and Church Streets.²⁶ He then moved it to a site beside the Masonic Hotel on Beach Road (King Edward Parade).²⁷ In 1873 Mays again moved his store to Victoria Road and the post office went with him. Until 1885 people called at Mays' store to collect their mail, but thereafter postmen were employed to deliver the mail.

Flagstaff was also the communication centre for settlements to the north. A regular mail coach service was started in the 1870s by Mr Dodd, and in 1885 Tom Butler began a thrice-weekly service with a four-horse team to Puhoi and Warkworth. He received £600 a year from the Post Office as a mail contractor.

This lasted until 1908, when a purpose built Post Office was erected beside the Esplanade Hotel at a cost of £2,159, and opened by Premier Sir Joseph Ward. In 1940 it was remodelled in the 'Moderne' Style to become the Devonport Borough Council, and now houses the Devonport iSite Visitor Centre.

In 1882 an underwater telephone cable was laid across the harbour to Northcote Point and carried over to Lake Takapuna and to Oliver May's store and post office in Victoria Road. A manual telephone exchange opened in Clarence Street in 1902. From 1908 it was possible to send telegrams by Morse code, and the telephone exchange became automatic in 1926.²⁸ The Devonport Automatic Telephone Exchange building is now the Stone Oven Café.

The importance of Devonport as the contact point for the North Shore and communities further north grew with the introduction of the vehicular ferry in 1911 and the construction of a vehicular wharf in 1927. This necessitated a bigger and more imposing Post Office, and a site was chosen further up Victoria Road on the eastern side. The building that opened on 19 October 1938 had a large public area, offices and a manager's flat on the upper floor. It was sold in 1989 and became the Jackson Museum of Memorabilia. Subsequently it was converted to a shopping arcade. The current Post Office service operates from the Clarence Building, located behind the main shopping centre.

Services from the main Devonport Post Office were augmented in 1963 by the Vauxhall Road Post Office, located in the small group of shops that had been constructed there in the 1920s to serve the Cheltenham Beach area. In 1987, despite a petition and protest from local residents, this small Post Office closed, along with the many other smaller post offices throughout the country considered 'uneconomic' by the government of the time.

²⁶ Titchener, *Beginnings*, Vol.5 p.40.

²⁷ Walsh, p.23.

²⁸ *North Shore Times Advertiser*, 28 November 1974 p.15. Verran, p.152.

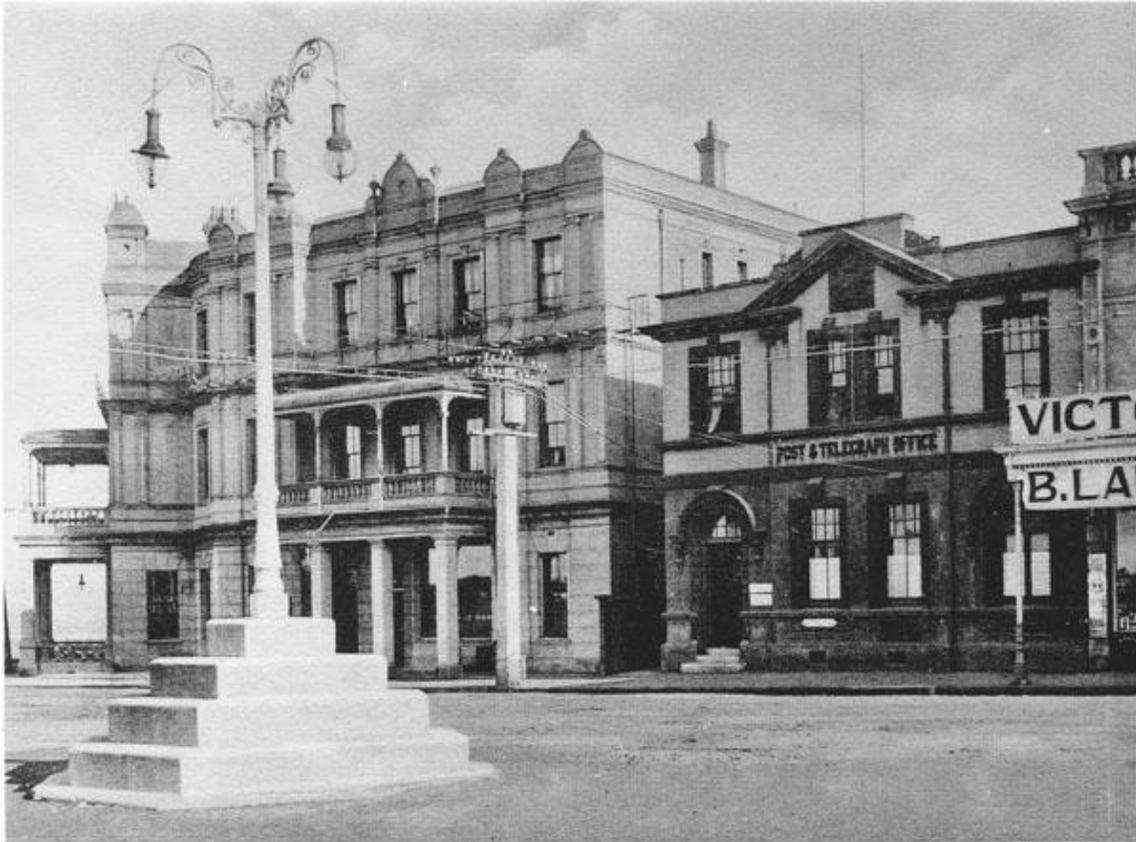


Fig. 11. Post & Telegraph Office c1910. North Shore Libraries, D GSV 0021.

Places that represent this theme include:

Signalman's House Mount Victoria Reserve

Mount Victoria Signal Station Mount Victoria Reserve

Hydrographic Survey Station and Mast (Mast relocated to Windsor Reserve in 1928)

Former Post Office, then the Devonport Borough Council Chambers and now iSite 3 Victoria Road

Former Post Office, 'art deco' style 1938 10 Victoria Road

Former Telephone Exchange, now the Stone Oven café 5 Clarence Street

Vauxhall Rd shops, former Post Office, now an Interior Design Consultancy 89 Vauxhall Road

2.4 Utilities

2.4.1 Water supply

Originally, Devonport homes were supplied with water from a series of wells and by rain collected from roofs. An aquifer running the length of Church Street was tapped, and William Copley sank two wells opposite the Masonic Hotel in 1864, one for his ferry and one for the town.

Devonport Borough Council first suggested that water be obtained from Lake Pupuke in 1887, but it wasn't until 1894 that the water pumping station opened. Water was pumped to Mt Victoria, where it was stored in a reservoir. Pipes made at Duder Bros brickworks were laid to every street and dwelling. The reservoir, one of the earliest constructed in Auckland, is vented by 20 cast iron 'mushroom' vents.

Ten years later a more sophisticated plant was required, and in 1905, a four-acre block was purchased from Mr Shakespeare and a new pumphouse beside Lake Pupuke in Takapuna was constructed from brick sourced from the Duders' brickworks.

Places that represent this theme include:

Mount Victoria reservoir mushroom vents

2.4.2 Drainage

Concerns over drainage appear in Council minutes from the earliest days. The first real attempt at drainage was the proposal to lay iron pipes in Anne Street in 1872, but this was not followed through due to cost. For a large part of Devonport the disposal of waste and storm water was not an issue as it mostly drained away in the volcanic soil.²⁹

Earth closets or outside privies, as they were known, were common and located well away from the house. By 1877 Devonport had a sanitary inspector who was responsible for recommendations on drainage and enforcing an earth closet system, but it was not until 1880 that a weekly rate was levied for the removal of night soil.

The Borough Council called for designs for a drainage scheme in 1895. In August 1897 discussions of the plans came to a head when WJ Napier objected to the Council giving permission to residents to construct a drain outlet on Cheltenham Beach.³⁰ The piping of sewage into the sea began in the early-1900s in the southern parts of Devonport. Despite the Harbour Board notifying the Council in 1903 that no sewage was to be drained into the harbour, plans were made for a sewage pumping system.³¹ The 1909 plan to locate the pumping station on Admiralty Reserve (Windsor Reserve) drew objection from the public. It was then decided in 1910 to pump the sewage through a tunnel under North Head, with the entrance near the gates at the Torpedo Bay Naval Museum and the outlet, still visible at low tide, is on the seaward side. It was known as Perfume Point. The pumps were electrified in 1917 from the Power Station in Church Street (see below). In 1937 a new scheme was proposed for the whole of Auckland, with Brown's Island being the outfall point. This met with so much opposition that the scheme was dropped and raw sewage was still being discharged off Narrow Neck in 1939.³²

The North Shore Drainage Board, composed of all five North Shore boroughs, was formed in 1951. After some years of deliberation the site at Rosedale Road, Albany was chosen for the sewage ponds, which opened in 1962.³³

Places that represent this theme include:

Stanley Bay Park pumping station (c1930s)

2.4.3 Power

In 1898 P Hansen sought a concession from the Devonport Borough Council to run electric trams and to supply electric lighting to the borough, but terms could not be agreed on. In 1907 another scheme to electrify Devonport also failed. In 1912 the Council called tenders for electricity supply, but nothing happened until 1915 when the Electricity Supply Corporation (NZ) Ltd. built a coal-fired power station in Church Street. The Council took over the business in 1922, just before Devonport transferred to the national grid and electricity was drawn from the public works supply. The station was closed due to complaints over pollution from the coal smoke, and in 1924 the Takapuna and Devonport Councils formed the Waitemata Electric Power Board to distribute and sell electricity. The power station building was used

²⁹ Verran, p.137.

³⁰ 'A chronology of the Borough Council', *The Hundred of Devonport*, p.142.

³¹ Ibid, p.144.

³² Ibid, pp.148,152.

³³ Verran, p.138

by the Devonport Welfare League for depression relief work in 1932, and subsequently became Devonport Bag Wash. In the 1980s it was converted into dwellings.



Fig. 12. Devonport Gasworks 1884, North Shore Libraries D GBB 0003

Before the advent of electricity, gas was widely used for lighting, heating and cooking. In 1882 the Auckland Gas Company bought land on Lake Road and was producing gas from coal two years later. By the 1930s it was the largest industrial plant on the North Shore, supplying 100 million cubic feet to 6,000 consumers. Gas was produced in vertical chamber ovens, with metallurgical coke, roading tar and ammonia for the freezing industry.³⁴ The works also made clay products such as pipes and bricks.³⁵ The gasworks closed in the early 1960s and the gasometers, a distinctive feature along Lake Road, were dismantled in 1993. Part of the complex is now used as a community workshop known as The Claystore, with facilities for wood and metal working.

Places that represent this theme include:

| | |
|--|---------------------|
| Former Devonport Power Station | 47-49 Church Street |
| Former Gas Co Building | 81 Victoria Road |
| Former Gasworks, claystore and concrete wall | 27 Lake Road |

Theme 3 Building the City

³⁴ *Fifty Years a-growing: Devonport celebrates its Jubilee*, 1936.

³⁵ Bruce Petry [Salmond Reed], 'Claystore, General Assessment of Cultural Heritage Significance', 1992, p. 4.

3.1 Subdivision of Land

Large tracts of land were initially bought by a small number of investors, including James O'Neill, Thomas Outhwaite, RH Wynyard, J Williamson & WC Wilson, John Logan Campbell, Thomas Duder, J Hammond and WL Thorburn. Lot 8 was bought by Te Rangi, a Maori who had been in the Armed Constabulary.

Following the first sale of Crown Grants in the 1850s, King Edward Parade and Queen's Parade (originally Beach Road) were surveyed, as were Victoria, Cheltenham, Albert and Calliope Roads. The subdivision of the original lots dictated later roading as landowners subdivided and sold their land. Thus Duders Avenue lies between the sections owned by Thomas Duder and Alex Alison.³⁶

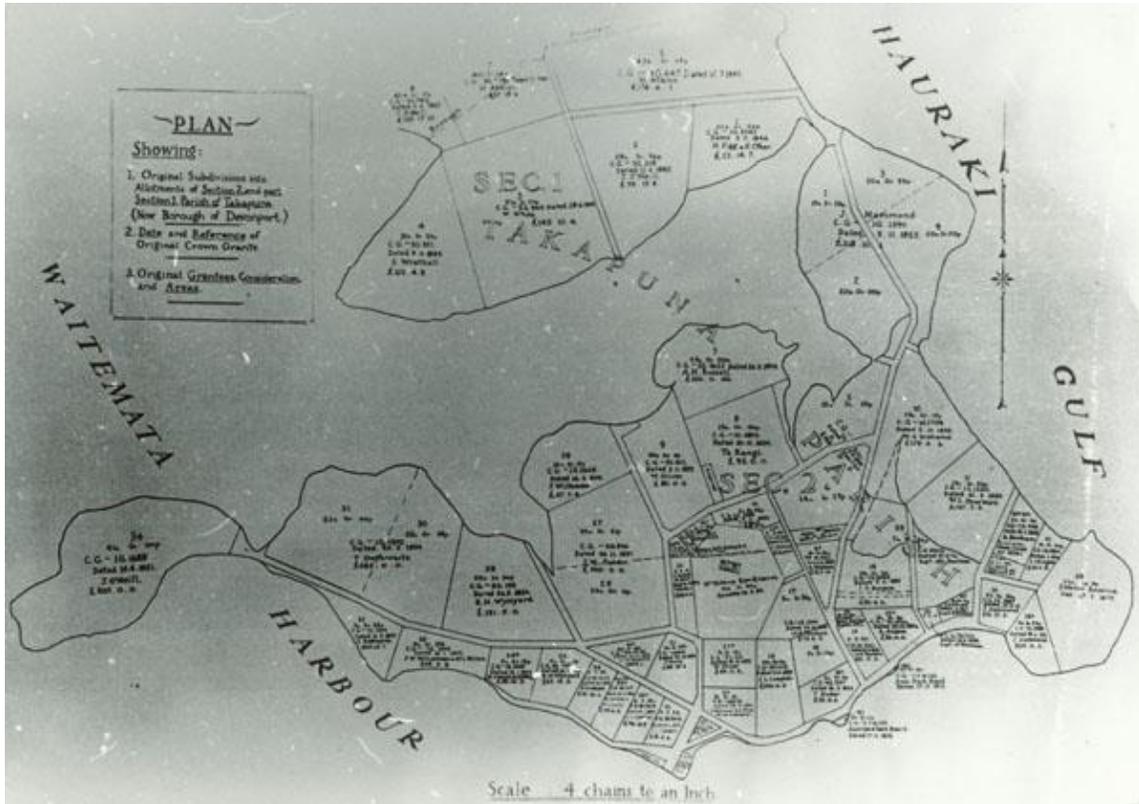


Fig. 13. Crown Grants Section 2 and part Section 1, Parish of Takapuna, North Shore Libraries, T2297

Subdivision occurred in a piecemeal fashion as individual owners sold their land, often by auction. During the 1860s there was considerable speculation in land subdivision based on the proximity to the ferry. The 'Village of Devonport' at the foot of Mt Victoria was advertised in 1859, the North Devonport Estate and the Township of North Cheltenham in 1864, and the Holmes Brothers' 'North Fleet' subdivision (Anne and Wynyard Streets and Victoria Road) in 1865.³⁷ Other subdivisions were 'Sunnyside' (Waterview Road, Summer Street, Bond Street and Calliope Road) and 'Victoria Park' (Kawerau Avenue, Aramoana Avenue, Ngataranga Road) in 1882, 'Calliope Dock Estate' (Huia Street) in 1884, and the 'Rosebank Estate' (Albert / Church Street) in 1885. Development was slow however, and it was not until the 1870s and 1880s that individual sections were bought and built upon.

³⁶ Gael Ferguson, 'The Borough', *The Hundred of Devonport*, p.31.

³⁷ *Ibid*, p.33.

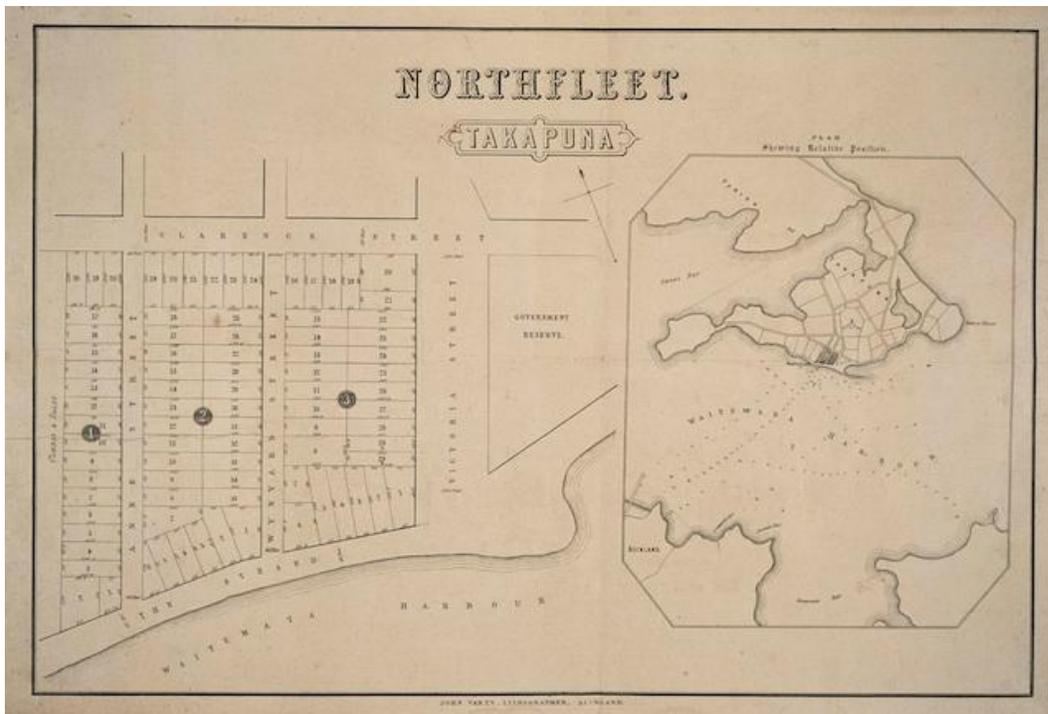


Fig. 14. North Fleet subdivision, Devonport Sir George Grey Special Collections Auckland City Libraries 4496-2

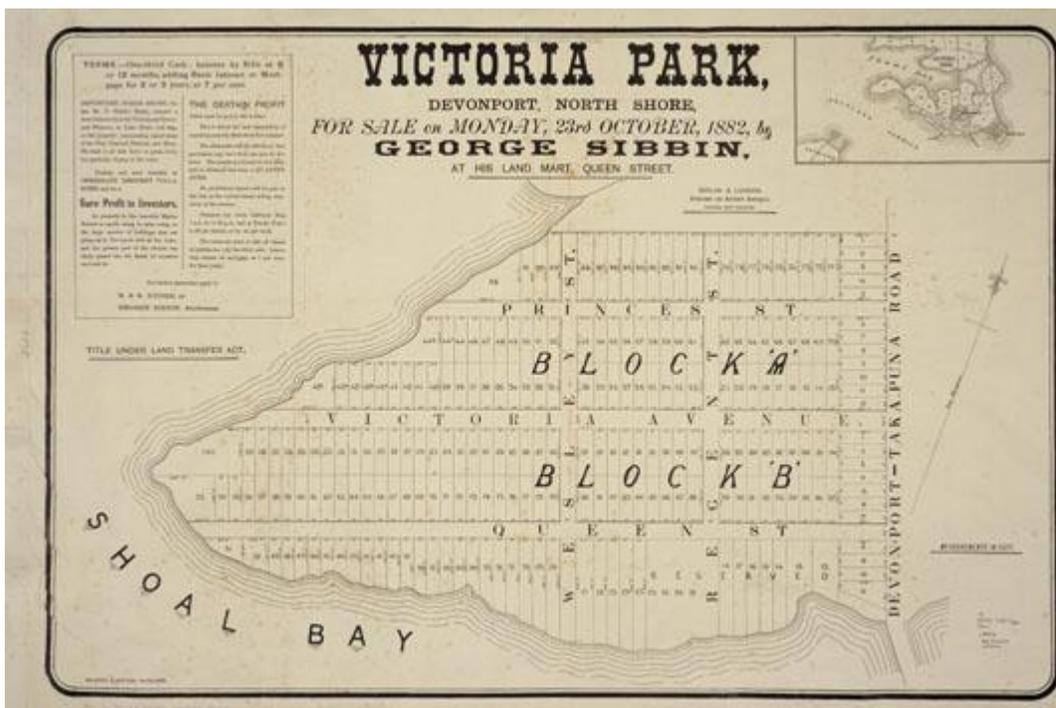


Fig. 15. Victoria Park, Devonport North Sir George Grey Special Collections Auckland City Libraries 4554

A 1900 Borough of Devonport map shows most of the suburb subdivided into residential sections, but some large tracts remain undeveloped, notably in north Devonport, Cheltenham and Stanley Bay. Some large lots close to Stanley Bay were advertised for auction in 1889 as part of the Stanley Point and Sunnyside subdivision, and the area today contains a number of villas built around the turn of the century.

Ferry services to Stanley Bay began in 1900. Although this service was less frequent and used smaller boats, it encouraged further residential development. A 1924 map shows the area fully subdivided into residential lots of varying size, and the wharf with its 'Ferry to Auckland' is clearly shown.

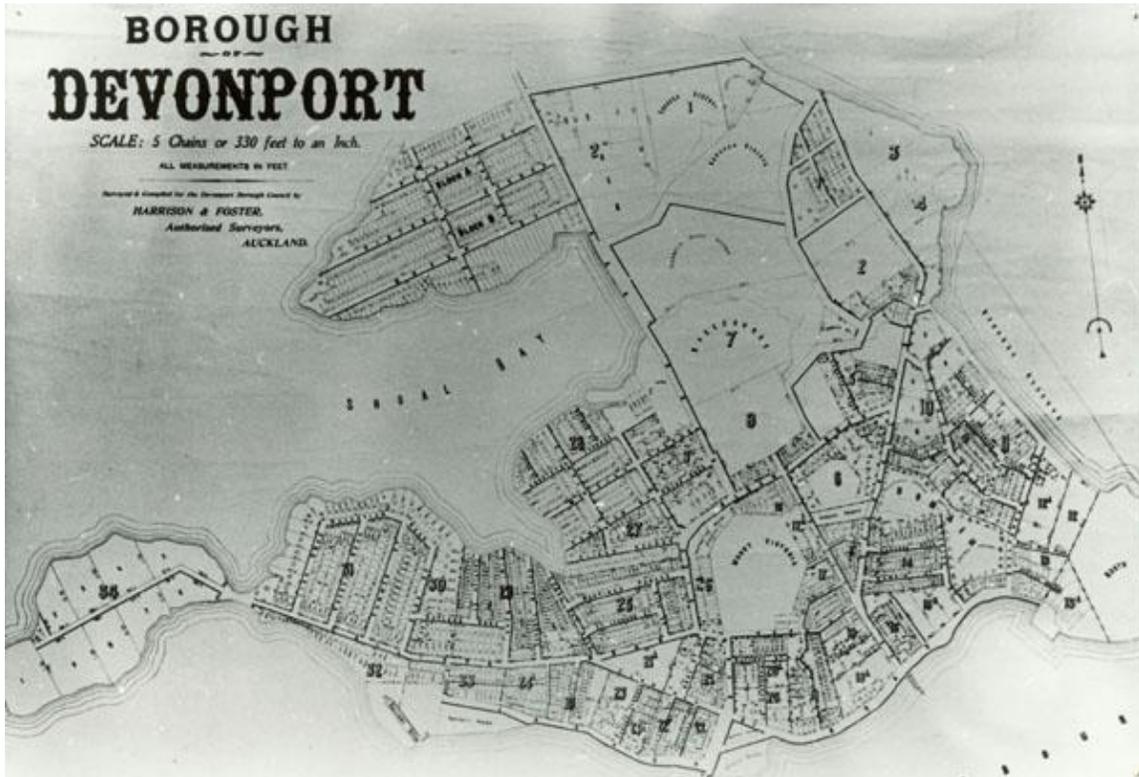


Fig. 16. Borough of Devonport, prepared by Harrison & Foster Authorised Surveyors. C.1900, North Shore Libraries, T2295.

By 1916 the waterfront was fully built up, as was most of the land each side of Calliope Road and on the slopes of Mt Victoria and North Head. Remaining large tracts of land in North Devonport were developed between the world wars, and the land at Narrow Neck was subdivided in the 1920s.

The Bayswater peninsula (known as O'Neill's Point) was subdivided in 1910 and named as the Town of Bayswater on early plans. It extended to the east beyond Balfour Road and included Lansdowne Road, Beresford Street, Marine Terrace, Bayswater Avenue (then King Edward Parade) and Norwood Road.

Bayswater and Belmont developed with the advent of the Bayswater wharf, the ferry service, and the steam tram, which ran the length of Bayswater Avenue from 1910. Dwellings sprang up on both sides of Lake Road from Belmont north towards Takapuna.

In 1935 the eastern part of O'Neill's Point, or Bayswater, was still in farmland, and was later developed for state housing, including Bardia Street, Philomel Crescent, Diomedea Street, Leander Road and Plymouth Crescent. Further around Shoal Bay other state housing areas included Marsden Street and Hillary Crescent. The design of many of these areas varied from the traditional piecemeal development characterised by a grid layout and rectangular sections. Instead, a more integrated development was planned, with cul-de-sacs and crescents were frequently used, houses were oriented to the north and were well linked to nearby coastal reserves with pedestrian paths. The hammer and sickle road layout of Philomel Crescent and Diomedea Street, with its illusion to communist symbolism, has occasioned comment over the years.

Other state house areas include Achilles Crescent. The first state house on the North Shore was opened at 27 Niccol Avenue by John A Lee on 26 September 1938.

Places that represent this theme include:

| | |
|--------------------------------------|------------------|
| Hydrographic Survey Station & Mast | Windsor Reserve |
| First State House on the North Shore | 27 Niccol Avenue |

3.2 Commercial Architecture

Devonport's main shopping strip, Victoria Road, has been called Auckland's best suburban street, with its two storeyed brick and plaster facades, shops below, living accommodation above and generous sheltering verandas. These buildings were erected in the late 1880s after a disastrous fire that destroyed many of the earlier wooden buildings.



Fig. 17. Victoria Road, west side looking south c.1890. North Shore Libraries, D GSV 0006.

The main shops were supplemented with small groups of shops at the King Edward Parade / Church Street intersection, at Church Street, Vauxhall Road, and at King Store or Parks Store at the Lake Road & Old Lake Road intersection, and at Belmont. Even smaller 'corner shops' were found along Calliope, Vauxhall and Victoria Roads. Sited within walking distance of many homes, these butchers, grocers, dairies, stationers and fruiterers sold a range of basic commodities at a time when few owned cars and perishables were bought daily. Cheltenham also had several shops and dairies, which served both the resident community and summer beach goers.



Fig. 18. Victoria Road, west side looking north 1905, North Shore Libraries, D GSV 0007.

The oldest commercial building in Devonport, the Masonic Tavern, is located away from the Victoria Road shops at the intersection of Church Street & King Edward Parade. Built in 1866 and extended in 1883, its façades have been altered over the years, obscuring the first floor verandas

Devonport has a number of architecturally designed commercial and public buildings, including some by resident architect Edward Bartley. His design signature can be seen on Holy Trinity Church and Vicarage in Church Street, the Presbyterian Church in Victoria Road and the Signalman's House on Mount Victoria.

Edward Bartley's home 'Orpheus Lodge' is located at 117 Victoria Road. A plaque erected by the Devonport Library Associates and the North Shore City Council in 2006 to the rear of his house reads:

Edward Bartley (1839-1919) Architect, Early Colonist, Builder, Member of the first Devonport Borough Council and the Auckland Choral Society. Founder of the Society of Arts and the Auckland Technical School. Designed and lived in this house from the 1880s to 1919.

Other notable Devonport commercial buildings include the Esplanade Hotel, on the Queen's Parade/Victoria Road corner, which is an iconic Devonport building, built in 1901, in the style of the Brighton seaside hotel.

In King Edward Parade, the 1920s Ventnor Hotel was a private establishment that later became the Naval Wren's accommodation, Elizabeth House, and is now converted to private apartments. Today, the Art Deco style is seen in the 1929 Victoria Theatre, and the 1938 former Post Office building, while the 'Moderne' style is represented in the Devonport Ward Service Centre. Formerly the Borough Council office, it was rebuilt in 1939 from the original 1908 Post Office.

Many purpose-designed Devonport buildings have been modified and adapted for residential and office use. These include the Masonic Hall in Victoria Road, the Fire Station in Calliope Road, the Devonport Power Station in Church Street, a former shop (now Salmond Reed Architects building) in Calliope Road, the former AMC butcher's shop in Calliope Road, and, as previously mentioned, the Ventnor Hotel/Wrens' Hostel (Elizabeth House) on King Edward Parade. The former Borough Council workshop has become the Depot Artspace, a community art gallery. Part of the former Presbyterian Church and Hall (corner Church Street and Cracraft Street) is now a private house while the other half was moved to Mount Cambria in 1978 and is now the Devonport Museum.

Places that represent this theme include:

| | | |
|--------|---------------------------------------|--|
| 31 | Calliope Road | |
| 58 | Calliope Road | Salmond Reed Architects Ltd Office |
| 70 | Calliope Road | Beeline Leather |
| 86 | Calliope Road | Former AMC butchers' shop |
| 35R/36 | Cheltenham Road | McHughs of Cheltenham, kiosk / restaurant |
| 44 | Cheltenham Road | Shop/ house, now used for residential purposes |
| 7 | Tainui Road | Former Domain Dairy, now used for residential purposes |
| 29 | King Edward Parade & 3A Church Street | Masonic Tavern |
| 30-33 | King Edward Parade | 'The Works' |
| 1 | Victoria Road | Esplanade Hotel |
| 3 | Victoria Road | Old Post Office/ Council Building |
| 5-19 | Victoria Road | Mays Building |
| 10 | Victoria Road | Former 'Art Deco' Post Office, 1938 |
| 14 | Victoria Road | Former BNZ |
| 16-18 | Victoria Road | Commercial Block |
| 25 | Victoria Road | Commercial Block |
| 37-39 | Victoria Road | Commercial Block |
| 38 | Victoria Road | Commercial Block |
| 41-32 | Victoria Road | Buchanan's Building |
| 49 | Victoria Road | Johnstone and Noble Building |
| 53-55 | Victoria Road | Verran's Building |
| 57-59 | Victoria Road | Victoria Arcade |
| 61-67 | Victoria Road | Devonia Building |
| 71 | Victoria Road | Commercial Block |
| 73-79 | Victoria Road | Allison's buildings |
| 81 | Victoria Road | Former Auckland Gas Co building |
| 83-85 | Victoria Road | Watkin's Building |
| 95-103 | Victoria Road | Princess Buildings |
| 151 | Victoria Road | Shops |
| 20 | Wynyard Road | Chiasso Coffee Co |
| 2 | Calliope Road | Former Devonport Dairy / Auckland Milk Co Ltd |
| 116 | Calliope Road | corner William Bond Street, former shop |
| 150 | Calliope Road | corner Glen Road, former IGA |
| 27 | Cheltenham Road | corner Oxford Terrace, former dairy? |
| 22-24 | Church Street | opposite café, housing duplex, former shops |
| 29 | Church Street | former shop, Auburn Street corner |
| 8 | Vauxhall Road | corner Domain Street, the Old Blacksmiths |
| 16 | Vauxhall Road | Burgess St corner, White's Dairy |
| 64 | Vauxhall Road | shops, modern block on Tainui Road corner |

| | | |
|---|--------------------|--|
| 87 | Vauxhall Road | Vauxhall Road shops, former AMC butchers shop, now Pyrenees and BEMA Café |
| 89 | Vauxhall Road | Vauxhall Road shops, former Post office, now shop with house behind |
| 91a | Vauxhall Road | Vauxhall Road shops, The Attic Gift Shop, villa behind |
| 29 | King Edward Parade | Masonic Hotel Boarding house and Boiler House |
| 35-36 | King Edward Parade | former dairy |
| 24 | Victoria Road | Premium Real Estate office |
| 161 | Victoria Road | Victoria Superette, corner Ewen Alison Avenue. Area originally known as Melrose. |
| Lake Road /Old Lake Road: Intersection area (Kings Store) | | All shops |

3.3 Residential Architecture

Pre-1860s dwellings, of which a few remain, were of necessity simple and practical. In addition to these, the suburb has a range of later housing types including simple cottages, villas, transitional villas, bungalows, state houses, English cottage style houses, Spanish Mission, Moderne, and post-WWII brick and tile, and more recent construction styles. The housing style reflects the era in which the land was subdivided, so cottages and villas predominate in Devonport south, while bungalows, state houses and post-war examples are generally found in the later settled parts of north Devonport, Narrow Neck, Belmont and Bayswater.



Fig. 19. 1870s cottage, Buchanan Street, Salmond Reed Architects.

As elsewhere, Devonport's houses reflected the colonial boom and bust cycle, and the suburb contains some fine merchants' houses in Cheltenham, Stanley Bay, Stanley Point and other areas, where good sea views and a favourable orientation could be found.

The earliest period of marked growth was the 1870s when timber was a major export and the main housing types were the cottage and villa, including the bay villa. These houses were designed to be seen from the street, set behind their picket fences and gardens. The floor plan orientated the main rooms towards the street frontage and the houses were bisected by a passage running from front to back, terminating with the kitchen and other service rooms, housed under a rear lean-to. Most of these houses were built from stock plans supplied by the timber companies. Some speculative builders bought neighbouring sections and built nearly identical villas.

While the late 1880s-1890s recession saw slow residential growth, the first decades of the 20th century showed a marked increase in house building. The Californian bungalow became popular, as well as the English Cottage and Spanish Mission styles.³⁸ Most bungalows were constructed after WWI, but some early pre-war examples exist. In this period the villa influence began to wane, and the transitional villa style emerged, having elements common to both styles, often mixed.



Fig. 20. Clarence Street bungalow, Salmond Reed Architects.

The bungalow style generally saw high villa ceilings lowered, casement windows replaced double hung, simplified roof forms and lowered roof pitches as well as porches in place of verandas. The Californian bungalow, with its relaxed floor plan, carefully planned kitchens and bathrooms, and good interior/external connections with porches suited the informal New Zealand lifestyle, and was justifiably popular with the general public. Architects, however, preferred the English Cottage style, which reflected New Zealand's British origins, rather than the 'imported' American or Spanish styles.

Although plan book housing was common, recognised architects such as Edward Bartley, JM Walker, WA Cumming, Fred Souster, HL Bates, Daniel B Patterson, J Sholto Smith, T Coulthard Mullions, Cecil Trevithick, RW Kibblewhite, RA Abbot, MK Draffin and H Rhodes Robinson also designed buildings in Devonport.

Several reports on housing in Devonport in the late 1920s and 1930s deplored the abominable conditions and overcrowding.³⁹ A new Government housing policy led to land being bought in the Narrow Neck area for public housing. The first State house on the North Shore was tenanted in September 1936 at 27 Niccol

³⁸ Jeremy Salmond, 'Architecture', *The Hundred of Devonport*, p103.

³⁹ 'A Chronology of the Borough Council', *The Hundred of Devonport*, p.152.

Avenue. Its gabled and hipped roof, minimal overhang and small windows were influenced by the English Cottage style. This style is also used in nearby Achilles Crescent, and is intermixed with the Moderne or International Style as seen in the two duplex units on opposite corners of the Old Lake Road/Lake Road intersection. These houses have plastered walls, 'flat' roofs concealed by parapets, and minimal decoration.

After WWII, building restrictions limited the size of houses, and architect designed dwellings emphasised simple structures, tight efficient plans, open plan living, use of large areas of north facing glass and doors to enhance the indoor/outdoor relationship, with wide sheltering roofs and verandas. Leading the way were the Group Architects who designed a number of houses on the North Shore, including the Rotherham House in Rutland Road (1950-51) and the Juriss House in Second Avenue (1954-56), as well as several kindergartens.

After WWII Navy housing was built in Bayswater of solid timber on large sections in Philomel Crescent, Portsmouth Road, Plymouth Crescent and Roberts Road.

Places that represent this theme include:

- 28 Albert Road
- 41 Albert Road
- 24 Allenby Ave
- 7 Anne Street
- 21 Aramoana Ave
- 14 Bayswater Ave
- 21 Bayswater Ave
- 16 Beresford Street
- 14 Birkley Road 'Ngataringa'
- 13 Buchanan Street
- 18 Buchanan Street
- 4 Burgess Road
- 2 Cambria Road
- 26 Cheltenham Road
- 28 Cheltenham Road
- 33 Cheltenham Road
- 44 Cheltenham Road, shop/house
- 11 Church Street, Duder House
- 28 Church Street
- 64 Church Street
- 23 Clarence Street
- 41 Clarence Street
- 24 Ewen Alison Ave
- 26 Ewen Alison Ave
- 28 Ewen Alison Ave
- 4 Flagstaff Terrace
- 6 Flagstaff Terrace
- 14 Glen Road
- 1 Grove Road

| | |
|-------|----------------------------------|
| 16 | Hastings Parade |
| 14 | Huia Street |
| 18 | Huia Street |
| 5 | Jubilee Ave |
| 15 | Jubilee Ave |
| 17 | Jubilee Ave |
| 3 | Kerr Street |
| 4 | Kerr Street |
| 21 | Kerr Street |
| 25 | Kerr Street |
| 6a | King Edward Parade |
| 36-39 | King Edward Parade |
| 44 | King Edward Parade |
| 55 | King Edward Parade |
| 56 | King Edward Parade |
| 60 | King Edward Parade |
| 62 | King Edward Parade |
| 9 | Matai Road |
| 15 | Matai Road |
| 9 | Mays Street |
| 34 | Mays Street |
| 15 | Mozeley Avenue |
| 26 | Norwood Road |
| 42 | Norwood Road |
| 57 | Norwood Road |
| 63 | Norwood Road |
| 18 | Queens Parade |
| 8 | Rata Road |
| 10 | Rata Road |
| 12 | Rata Road |
| 14 | Rata Road |
| 30 | Seacliffe Avenue |
| 27 | Stanley Point Rd |
| 39 | Stanley Point Rd |
| 41 | Stanley Point Rd |
| 19 | St Aubyn Street |
| 6 | Summer Street |
| 7 | Tainui Road, former Domain Dairy |
| 47 | Tainui Road |
| 14 | Takarunga Road |
| 11 | Tudor Street |

- 47 Vauxhall Road
- 51-53 Vauxhall Road
- 57 Vauxhall Road
- 126 Vauxhall Road
- 143 Vauxhall Road
- 60 Victoria Road
- 90 Victoria Road
- 112 Victoria Road
- 157 Victoria Road, Dr Bennett's House
- 27 William Bond St
- 44 Williamson Ave, 'Earnscliffe'
- 126 Calliope Road
- 152A Calliope Road
- 13 Bardia Street includes houses at 177, 179 & 181 Lake Road (state houses)
- 9a, 9b, 9c, 9D, 9e and 9f Kerr Street (state houses)
- 53 & 55 Old Lake Road listed as 51-57 Old Lake Road (state houses)
- 27a Rutland Road Rotherham House
- 15a Second Ave Juriss House
- 15b Second Ave, Manning House
- 1C Rosyth Avenue, Belmont Kindergarten

Navy Houses Calliope Road:

- | | | | |
|-----|---------------|---------|---------------------------|
| 45 | Calliope Road | 103 | Calliope Road |
| 49 | Calliope Road | 105 | Calliope Road |
| 59 | Calliope Road | 107 | Calliope Road |
| 61 | Calliope Road | 107A | Calliope Road |
| 63 | Calliope Road | 109 | Calliope Road |
| 65 | Calliope Road | 111 | Calliope Road |
| 73 | Calliope Road | 113 | Calliope Road |
| 75 | Calliope Road | 115 | Calliope Road |
| 77 | Calliope Road | 117-119 | Calliope Road, 'Moerangi' |
| 97A | Calliope Road | 141 | Calliope Road |
| 99 | Calliope Road | 143 | Calliope Road |
| 101 | Calliope Road | 145 | Calliope Road |

Other Houses:

- 9 Bardia Street
- 13 Beresford Street
- 19 Beresford Street, 'Goleen'
- 28 Beresford Street
- 37 Beresford Street, Peter Blake's House
- 10 Buchanan Street

- 17 Calliope Road, Rob Wynyard's House, Devonport Borough Councillor 1893
- 30 Calliope Road
- 4 Cheltenham Road, Charles C. Dacre's House, sportsman and businessman
- 25 Cheltenham Road Hugh H. Browns House, Bean Rock lighthouse keeper
- 27 Cheltenham Road, corner Oxford Terrace Former Dairy
- 22-24 Church Street, house duplex opposite café
- 15 Domain Street Captain Burgess House
- 18 Domain Street
- 19 Francis Street Belmont
- 5 Garden Terrace
- 7 Garden Terrace, Charles Bailey Jnr (boat builder) house
- 29a Glen Road, Alpers' House
- 12 Jubilee Ave
- 55 Jutland Road
- 72 Jutland Road
- 7 King Edward Parade, Oliver May's House
- 52 King Edward Parade
- 48 Lake Road, Robert Muldoon's first House
- 253 Lake Road / 2 Eversleigh Road
- 3 Landsdowne Road, Bayswater
- 33 Mays Street, corner May and Kerr Streets Mount Victoria
Kerr Street Artspace , Mt Victoria
- 15 Norwood Road Bayswater
- 17 Norwood Road
- 23 Norwood Road
- 27 Norwood Road
- 65 Norwood, boatshed
- 26 Oxford Terrace, Canavan House
- 36 Oxford Terrace
- 2 Seabreeze Road
- 17 Second Avenue
- 18 Stanley Point Road (Logan Family House (boat builders))
- 37 Stanley Point Road
- 37A Stanley Point Road
- 52 Stanley Point Road
- 70 Stanley Point Road
- 78 Stanley Point Road
- 9 St Aubyn Street
- 2 Tui Street
- 8 Vauxhall Road, corner Domain Street, the Old Blacksmiths
- 129 Vauxhall Road

- 141 Vauxhall Road
- 86 Victoria Road, Adam Henderson house (boat builder)
- 117 Victoria Road, Edward Bartley's House
- 145 Victoria Road Former Masonic Hall, now in apartments
- 7 Waterview Road
- 21 William Bond Street, Bert Wolacott House (boat builder)
- 22 Winscombe Street
- 45 Stanley Point Road, Devon Park Apartments
- 37 Stanley Point Road by Ivan Juriss
- 37a Stanley Point Road by Ivan Juriss

Groups of houses:

- End of Aramoana Avenue
- 3,5 and 7 Arawa Ave, Cheltenham
- Allenby Avenue, Beresford Street Bayswater
- 28-38 Church Street and entire street
- 1, 2, 3 and 4 First Avenue
- Grahame Street
- 3, 5 & 7 Matai Street
- 15 Matai Road upgrade to A
- Niccol Ave bungalows
- 14,16,17,18 &19 Summer Street
- 14 & 18 Waterview Road

State Houses:

- Achilles Crescent including Ajax Street
- Bardia Road Belmont including Tui and Moa Streets
- Hillary Crescent /Lowe Street Belmont
- Philomel Crescent Belmont including
- Diomedes and Leander Streets
- Plymouth Crescent Bayswater
- Ngataranga Road RNZN Housing

3.4 Public Spaces

Access to the beaches and the creation of waterfront reserves has always been important in Devonport, and reserves are found along the coast, including George Gair Lookout by Takapuna Grammar School, the coastal walkway and footbridge along the Shoal Bay coast, which extends through to Duder's Point, Quinton Park (Bayswater Wharf), Stanley Bay, King Edward and Queen's Parades, Fort Takapuna and Narrow Neck beach.

The volcanic cones of North Head, Mt Cambria and Mount Victoria are also major recreational spaces, and many others have been established on reclaimed land, including Stanley Bay Park and the Naval Sports ground, Woodall Park, Waitemata Golf Course and Ngataringa and Dacre Parks.

Few new parks have been created in recent years, an exception being the Mary Barrett Glade. This native bush area extends from Lake Road along the coast of Ngataringa Bay on the site of the old Duders' Brickworks. It is known locally as Polly's Park since it was the personal efforts of Mabel Pollock (Polly) that led to the land, belonging now to the New Zealand Navy, being gradually replanted over the years since 1993 as a haven for New Zealand native flora and fauna.

As early as 1878 the Flagstaff Highway Board identified three foreshore reserves for bathing. In 1881 the control of Flagstaff Hill (Mt Victoria) and Devonport Domain came under the jurisdiction of the Devonport and Mt Victoria Domain Board, later to become the Devonport and Rangitoto Domain Board.



Fig. 21. Narrow Neck Parade Ground Fort Cautley, North Head. The Price Photo Co., Devonport Historical Society and Museum.

Much of the public land in Devonport used by the military for defence has become public recreation reserve when no longer required by the military. Windsor Reserve, the first naval ammunition store, was given to the Borough in 1911.⁴⁰

Mt Victoria was made a public reserve in 1881, but used for defence purposes during the Russian scare and both world wars. North Head was designated a defence reserve in 1878 and returned to the public in 1994. Narrow Neck (Fort Takapuna) was used for various defence purposes from 1880s but is now mainly given over to recreational use (see Section 5.2). In these locations, the gun emplacements, barracks, searchlight positions and other artefacts have been conserved.

⁴⁰ 'A Chronology of the Borough Council', *The Hundred of Devonport*, p. 149.

Another volcanic cone, Mt Cambria, was developed as a passive recreation space by Devonport Borough Council before amalgamation in 1989, and now also contains the Devonport Museum. This area, previously quarried away for road-building scoria, was used as the Borough Council Depot for many years.

The land that the Waitemata Golf Club now occupies was originally reclaimed for the Takapuna Race Course, which opened in 1881. At the Narrow Neck end, Woodall Park is an open recreational space used for activities such as the circus and Krikiti (Samoan cricket), and as a start and finish venue for sporting events such as triathlon.

To the west of Lake Road lies Dacre Park soccer field, located on the site of the former Gas Works. The Gas Works building is now a community workshop. Ngataranga Park is on site of the former landfill/recycling facility set up the Devonport Borough Council in 1964. The landfill was closed after the 1989 amalgamation of North Shore local governments, and the park developed to provide a maze garden, walking and cycle path and skateboard facility.

Tree planting in public spaces has always been an important responsibility for the local authority. In 1874 the Provincial Treasurer granted £50 for trees on Victoria Road near the Naval Reserve (Windsor Reserve). The magnificent Moreton Bay fig near the Devonport Library was planted in 1883, and Council records show more trees were planted on Windsor Reserve in 1896.

Street plantings include the line of pohutukawa trees along King Edward Parade, planted in the early 1930s when the seawall and railing were constructed, and the Memorial Drive of Norfolk Pines in Lake Road, planted on Arbor Day 1952 to commemorate people lost in World War II.

Places that represent this theme include:

Mount Victoria, including Fort Victoria and the Mount Victoria Mushroom Vents

North Head, including fortifications

Devonport Domain

Mount Cambria Reserve, including Devonport Museum

Lake Road Memorial Drive

Dacre Park, former gasworks site

Waitemata Golf Club, former Takapuna Racecourse

Windsor Reserve, including the “Nothing Happened” Plaque, Hydrographic Survey Station and Mast, WWI Memorial, Fountain Memorial to JP Mays and H Frankham

Marine Square including the EW Alison Memorial and Clock

Reserves around the waterfront, including Magazine Rock, King Edward Parade commemorative seawall and shell path, plaque recording boat building industry, the Watson Memorial clock, site of original Devonport Wharf, Calliope Sea Scouts Hall, Tainui Landing Monument and the Torpedo Bay Plaque to D’Urville of the *Astrolabe*

Fort Takapuna Historic Reserve, Vauxhall Road, including Fort Takapuna

Theme 4: Work

4.1 Farming

The first economic activity in Devonport was farming. Cattle and grazing permits were issued by the Flagstaff Highway Board on wasteland such as Mt Victoria. By the early 1900s small farms were located to the north along Bayswater Avenue, some supplying milk to the Takapuna Dairy Company in Victoria Road.

In addition to the pastoral use of land, small market gardens growing vegetables for local consumption were established, including some on the lower slopes of Mount Victoria. Later other market gardens were established at Bayswater.

The Alison family established strawberry gardens on King Edward Parade (Beach Road). A visit to the Alison strawberry garden for strawberry teas was a favourite Sunday outing for locals and city visitors who came on the ferry – also owned by the Alison family.

The residential subdivisions of the late 1920s and 1930s took over many of the small farms, and by the 1950s there was no horticulture or agriculture remaining in the borough.

Places that represent this theme include:

197-199 Victoria Road, corner Victoria Road and Mozeley Ave, former Takapuna Dairy Company
2 Calliope Road, former Devonport Dairy/Auckland Milk Co Ltd

4.2 Industry

Devonport was once a hive of boatbuilding activity but there is little industry in Devonport today and what remains is concentrated in Wynyard and Fleet Streets. Here, there is a panel beater, manufacturers of coffee and chocolate, a glasscutter, a home decorator and one lone remaining boat builder.

There is no heavy industry in Devonport apart from that carried out by the Navy, which has two 'yards' in Devonport, the North Yard at Patuone Place/Jim Titchener Drive and the South Yard at Queen's Parade/Calliope Road.

Some large scale manufacturing still existed in Devonport until the early 1970s, for example BE Haywood & Co, which was the largest specialist babywear and childswear manufacturer in the southern hemisphere.⁴¹ It was located at 30 King Edward Parade in the former Duder Bros. store, which is now the Art of this World and Duder reception rooms.

Places that represent this theme include:

20 Wynyard Street, Chiasso Coffee Co
319 Queens Parade, Calliope Dry dock and Pumphouse
Industry/warehousing in the North Yard of the Naval Base.

4.2.1 Quarrying

The scoria cones of Mt Cambria (Takararo) and Duder's Hill were quarried for roading for Devonport. These proved a money-earner for the Flagstaff Highway Board, which also sold this essential material to other Highway Boards on the North Shore.

Places that represent this theme include:

Pa, Tokaroro Volcanic Hill, Mount Cambria, Vauxhall Road.
Mount Cambria Reserve, Devonport Museum.

⁴¹ *North Shore Times Advertiser*, 13 April 1972, p.15

4.2.2 Kauri Gum and Timber

Kauri gum digging was a profitable sideline for farmers breaking in the land on O'Neill's Point and Stanley Point. In times of need, itinerant men living precariously in temporary shacks could earn a little money from digging gum on wasteland and selling it in the city.

The New Zealand Timber Co. operated in Pilot Bay (Torpedo Bay) from the 1880s to serve the shipbuilding and house building industries. Kauri logs were rafted or brought by scow from Thames and Great Barrier Island, and milled for the neighbouring local shipyards. The NZ Timber Co. sawmill was described as having the most up-to-date machinery powered by steam.⁴²

The Kauri Timber Company Office and its associated timber yard once stood on the site currently occupied by the New World Supermarket. This company also had its own wharf in the vicinity of Wynyard Street⁴³.

Places that represent this theme include:

None identified.



Fig. 22. New Zealand Timber Company, Torpedo Bay, 1880s. Sir George Grey Special Collections, Auckland City Libraries 4-3001.

4.2.3 Brickmaking

The layer of clay that lies under the volcanic topsoil in Devonport made the area most suitable for brickmaking. The earliest brickworks were built by James Hammond at Brick Bay (Stanley Bay), and were in operation from 1844 until the early 1850s. The brickworks of Tiller & King were built on the north side of Ngataranga Bay by the Tiller family in 1852. The firm produced a high quality product but the business closed in 1863. Part of the brick house still standing on the corner of Hanlon Crescent and Lake Road is thought to be the brickworks manager's house. Other early brick works (1859 to early 1860s) were those of John Andrews at what is now Bardia Reserve, and Beach and J Willet at the Philomel Reserve, Bayswater,

⁴² 'Timber a mainstay of early Devonport', *Flagstaff* 28 March 2002, p16.

⁴³ Auckland Regional Council Cultural Heritage Inventory, No 217.

operating in the early 1860s.⁴⁴ After the disastrous fire in Victoria Road in 1888, the Borough Council decreed that buildings in the main shopping area were to be constructed from bricks only. Such bricks were presumably sourced from the many local brickworks, including the one operating in 1888 in Garden Terrace.⁴⁵

Another brickworks was established at Stanley Bay for building the Calliope dry dock in 1880s. It was located at the base of the cliffs behind the wharf, and the kilns were dug into the cliffs. They remained visible for many years until they were covered by slips.⁴⁶ It was on account of these brickworks that Stanley Bay was sometimes referred to as Brick Bay.

The Duder Bros Pottery Brick and Tile works at Ngataranga Bay was a major employer in Devonport in the 1890s through to the 1920s. The clay was dug on site to produce ornamental and common bricks, sanitary pipes, chimney heads and tiles for bakers' ovens. Coal used in production was brought in the company's cutter and unloaded at their wharf at the end of Church Street. A canal dug out of the Ngataranga Bay mud enabled the bricks to be loaded directly on to scows for delivery anywhere on the Waitemata.⁴⁷

In 1942 the works were leased to the Avondale firm, Crum Brick, Tile & Pottery Co. However they did not take up operation there, and the facility was dismantled to make way for navy housing in the 1950s.



Fig. 23. Duder Bros.' Brickworks, Ngataranga Bay. 1924. Photographer H. Duder, North Shore Libraries, D GBB 0016.

The third brickworks in the bay was built by the Auckland Gas Co., which bought land on the south side of Ngataranga Bay in 1894 to manufacture bricks for their furnace chambers. This factory also produced other clay objects such as drainage pipes. Of the many buildings once located on this site only the claystore (used for brick manufacture and now a community workshop) and a concrete wall remain.

Places that represent this theme include:

Duders' Brickworks Manager's House 38 Lake Road, corner Hanlon Crescent

Former Gasworks, claystore and concrete wall, part of the former gasworks, 27 Lake Road, Devonport

4.2.4 Boatbuilding

⁴⁴ Verran, p.90.

⁴⁵ Ibid, p.93.

⁴⁶ 'Stanley Bay Stood for Bricks', *Beginnings*, Vol. 2 p.15.

⁴⁷ 'Bricks Helped Build Borough', *Beginnings*, Vol.3 p.11.

Boatbuilding was the principal industry in early Devonport, with a number of businesses filling the colony's need for all types and sizes of boats, and greatly influencing the development of Devonport. From 1850 to 1880 the foreshore from Torpedo Bay to the foot of Huia Street was the busiest shipbuilding area in New Zealand.⁴⁸ In fact, the foreshore between King Edward and Queen's Parades was known as the "Belfast of the South" and a plaque located near the Devonport Yacht Club commemorates Devonport's shipbuilders and their contribution to New Zealand shipping.⁴⁹ Between 1859 and 1890 Devonport's ship building industry launched the largest tonnage of shipping in New Zealand.⁵⁰

The first shipbuilder, Alex Alison & Sons, moved to Flagstaff in 1852 from Mechanics Bay, which was undergoing reclamation. Other boatbuilders included George Beddoes (1858), the Holmes Brothers (1863), Sims and Brown, Henry Niccol & Son (1864), Charles Bailey snr (1876), Robert Logan snr (1878) and Le Huquet (1918).



Fig. 24. Boatbuilding at Torpedo Bay, Sir George Grey Special Collections, Auckland City Libraries, 4-3095.

The largest of these companies was Henry Niccol & Son (1864-78), whose shipyard covered most of the land at the foot of Garden Terrace.⁵¹

In February 1898 the Devonport Borough Council passed a motion that all waterfront buildings between Stanley Bay and North Head be removed. As a consequence the majority of shipbuilding moved to Freeman's Bay, freeing up some of the waterfront area from industry. Well after the Devonport foreshore had been cleared of shipbuilding (1890s), the Darroch family moved their shipyard from Mahurangi to Stanley Bay in 1921. Today a slipway at the yacht club provides facilities for repair and maintenance for private yachts and one boatbuilder, Kevin Johnson, carries on the tradition in Wynyard Street.

Places that represent this theme include:

Plaque recording boat building industry, King Edward Parade

⁴⁸ *North Shore Times Advertiser*, 26 June 1975, p.11.

⁴⁹ 'The End of an Era', *Beginnings*, Vol.2, p.36.

⁵⁰ Inscription on plaque located near the Devonport Yacht Club.

⁵¹ *North Shore Times Advertiser*, 12 June 1975, p.10 and Devonport Historical and Museum Society.

4.3 Commerce

The earliest mode of transport to Devonport for both people and goods was by sea. It followed naturally that the first areas of commerce were adjacent to the water, with the initial settlement being opposite the foreshore at the bottom of Church Street. Oliver Mays opened his store in 1863 in Church Street, moving in 1874 to Beach Road (King Edward Parade), next to the Masonic Hotel.

From 1863 when the Holmes Bros moved to the bottom of Victoria Road and built the Flagstaff Hotel, trade began to develop along Victoria Road. With the introduction of a regular ferry service and later the vehicular ferry, Victoria Road became the suburb's premier commercial centre. The shops built on the western side followed the model of retail at footpath level, with residential accommodation above and a goods' yard behind.⁵²



Fig. 25. E. Ford's Irresistible Tearooms, Victoria Road, 1920, North Shore Libraries, D PB 0002.

From 1880 to 1920 Devonport was the commercial centre of the North Shore. As the main point of communication with Auckland, it was a centre for goods and services to outlying areas such as Takapuna and Milford, and country settlements further to the north. Many stores and local businessmen served large areas with orders for foodstuffs, tools, clothing and medicines.⁵³ The Duder Bros enterprise was so large that it imported its own goods from overseas and had its own wharf across the road from its store.

⁵² Note: Devonport Historical and Museum has an excellent pictorial record of the ownership of these shops.

⁵³ B. J. Griffiths, 'The North Shore, Its Character and Functions in 1888, 1913, 1936'. MA Thesis, Auckland College, University of New Zealand, 1959, p. 14.



Fig. 26. Duder Bros. Shop & Store, cnr. King Edward Parade and Church St. 1880s. Sir George Grey Special Collections, Auckland City Libraries 4-3033.

Hotels provided accommodation for travellers and stabling for their horses while they did business in the city. The nearby blacksmith shop attended to the horses and made and repaired equipment for industry and farming. Horse transport, discussed elsewhere, was also a thriving business.

The effects of the 1890s depression were somewhat mitigated by the presence of essential services like the army, navy and the Calliope Dock. The subsequent recovery was helped by the fact that Devonport was already an established and well-appointed community.⁵⁴

As Devonport grew and developed northward, small groups of shops were built at crossroads and near bus stops, including shops at Vauxhall Road, Calliope Road and Kings (Park's) Store at the corner of Lake and Old Lake Roads. Some of these were built in the 1920s, though in some cases additional buildings were added to existing shops.

Also at Melrose, in the Victoria Road/Mozeley Avenue area, was the Takapuna Dairy Co. established in 1902. It later became the Eldora Icecream Factory, which thrived until the 1960s.

Places that represent this theme include:

See Section 3.2 above.

⁵⁴ Susan Yoffe, 'Devonport Borough 1886', Research Essay, University of Auckland, 1990, p. 19.



Fig. 27. Buchanan's horse drawn bread delivery in Devonport c1930s, North Shore Libraries D TR 0003.

4.4 Tourism

As a marine suburb with three beautiful beaches, Devonport was always an attractive destination, and guest accommodation developed to service the influx of visitors.

The Flagstaff Hotel (1864) and the Masonic Hotel (1866) were the earliest of the Devonport accommodation houses. The Masonic Hotel advertised its facilities as follows:

Families and gentlemen seeking a temporary retirement from the turmoil of commercial life, will here find attractions unequalled within so short a distance of the city: while to invalids it offers especial advantages.⁵⁵

The opening of the Esplanade Hotel, in 1901, and later the Ventnor Hotel, in 1920, provided more holiday accommodation and facilities for day visitors also continued to flourish.

From the earliest times a number of attractions sprang up to service and attract tourists. The Alison Strawberry Gardens on Beach Road were well patronised and Stark and Quick's Bear Gardens on Queen's Parade provided entertainment for a brief period. The latter attraction, originally known as Victoria Gardens, was intended as a private zoo and gardens, but it is uncertain whether it ever contained the circus bears that gave rise to its more popular 'Bear Gardens' name. It opened briefly for less than a year before closing in 1883. Tearooms, such as Ford's Tearooms on King Edward Parade and others in Victoria Road were also popular.

⁵⁵ *Daily Southern Cross*, 10 February 1866, p4.



Fig. 28. Pearce's Masonic Hotel, King Edward Parade c.1900. North Shore Libraries, T2217.

People came across from the city on the Devonport Steam Ferry and were taken to Cheltenham Beach by the short-lived tram service. The Cheltenham Beach kiosk, now McHugh's of Cheltenham (1913), famous at the turn of the century, is still popular today.

Race days at the Takapuna Race Course from 1881 until its closure in 1934 were especially busy for those involved in the tourist enterprises such as transport companies and hotels.

Devonport continues to be a favourite destination for overseas tourists who enjoy the village atmosphere, cafés and restaurants. Today the Esplanade offers quality accommodation while the numerous bed and breakfast establishments in Victorian villas are popular for their old world charm.

Places that represent this theme include:

- Esplanade Hotel | Victoria Road,
- Ventnor Hotel/'Elizabeth House', former seaside boarding house, 5 King Edward Parade
- Masonic Hotel, 29 King Edward Parade and 3A Church Street
- Bear Garden Wall, Queens Parade, Garden Terrace, Kapai Road, Clarence Street
- McHugh's of Cheltenham, 35R/36 Cheltenham Road

Theme 5: Government

5.1 Local Government

Following the establishment of the signal station in 1841, Flagstaff was included in the Parish of Takapuna, one of the six parishes for land registration in the First Territorial District, County of Eden, in 1842.⁵⁶ In 1848 the Hundred of Pupuke was created and wardens appointed to control the use of Crown 'waste land' through the licensing of animal grazing rights. (The term 'hundred' is an English unit of local government. It was a subdivision of a shire and existed from medieval times until the 19th century.) In 1853, as a result of the Crown subdividing and selling off most of the Crown land in Devonport, the Hundred of Pupuke was dissolved. For the next 15 years the administration was taken over by the Provincial Government.

The Flagstaff District Highway Board, formed in 1866, was the first true local government elected by citizens. The board's initial tasks were to form roads and provide drainage. Efforts to designate some remaining Crown Land for public reserves were at first turned down, but in 1873 the Minister of Crown Lands gave Flagstaff Hill (Mt Victoria) to the citizens for recreational use. In 1876 the Board also took on the duties of a Board of Health. The Flagstaff District Highway Board opened the first library in the Auckland Provincial District in 1878, and achieved another milestone in 1882 with the installation of gas street lighting.

The formation of Devonport Borough in 1886 was the result of an increase in population and reflected the growing importance of Devonport as a military, naval and commercial centre on the North Shore. As early as 1927 Devonport Borough Council resisted attempts at a forced amalgamation with the four other boroughs on the North Shore. It also resisted joining schemes for sharing electricity and water supply. Devonport residents believed that their interests in both social and commercial development were with Auckland City and not with the more rural boroughs of Northcote, Birkenhead and Takapuna. It was as much a suburb of Auckland City as Mt Eden or Remuera. Further amalgamation proposals were resisted in 1958 and again in 1967.⁵⁷

The opening of the Harbour Bridge in 1959 affected Devonport immensely. Development and population moved north to the 'bays', the suburb began to decline, and the Council considered various schemes in the 1960s to bring people and tourism to the Borough. Proposed projects aimed at increasing the population included: a high-rise housing development on Devonport Domain (1962); a 12-storeyed block of flats with 100 units at Torpedo Bay (1964); houses in Alison Park and high-density housing on North Head.

Windsor Reserve, immediately adjacent the shopping area and convenient to both road and ferry transport, was seen as particularly appropriate for commercial attractions. Some projects proposed for the area were a miniature railway, a swimming pool, a marineland park and stage or soundshell.

At Narrow Neck it was suggested that the beach was most suitable for a motorcamp, a hotel and skating rink (1963). The most bizarre proposal, however, was a restaurant on top of Mt Victoria reached by a gondola cable-car from the wharf.⁵⁸

In 1968 Council approached Fletcher Holdings to undertake a feasibility study for a marina in Ngataranga Bay. The resulting proposal was approved by the Auckland Harbour Board and supported by the Auckland Regional Authority in 1969. The development was to reclaim 24 acres and provide berthing for yachts and launches. The Ngataranga Bay Protection Society was formed and successfully fought the proposal. In 1971 fierce public opposition voted out the 'old guard' on Council, and the decision was reversed by the incoming Council. The subsequent compensation paid by Council to the developer raised Devonport's rates for many years.

Opposition to local government reform and the amalgamation of North Shore's five Boroughs in 1988 was also opposed strongly, and Independent Devonport waged a long campaign against the legislation, even taking the matter to court. The cause was lost and North Shore City was formed in 1989. Devonport

⁵⁶ 'A Chronology of the Borough Council', *The Hundred of Devonport* p.139; Verran, p.119.

⁵⁷ 'A Chronology of the Borough Council', *The Hundred of Devonport*, pp.155-157.

⁵⁸ *Ibid.*

Borough Council was the first to lay asphalt footpaths, lay concrete roads, give the vote to women, open all its meetings to the public, employ women on the staff, declare itself nuclear free, take positive steps to reduce the use of toxic spray, introduce a public forum at the beginning of all meetings, become a corporate member of the New Zealand Historic Places Trust, and to establish a comprehensive recycling scheme.⁵⁹ Devonport was represented on the new North Shore City Council by two councillors and by the Devonport Community Board.



Fig. 29. No Amalgamation Banner, Devonport Historical and Museum Society



Fig. 30. Independent Devonport poster, Devonport Historical and Museum Society

Local body reform has continued and following a 2009 Royal Commission on Auckland governance, seven existing city and district councils and the Auckland Regional Council were abolished to form a single new unitary authority, the Auckland Council. The North Shore is represented on Auckland Council by two councillors, and at the community level the Devonport-Takapuna Local Board has 6 members.

The Devonport Borough Council building now houses the Devonport Service Centre and tourist information centre. The former Devonport Borough Council depot in the old quarry on Mt Cambria has been transformed into a park for passive recreation, and in 1978 the Devonport Museum established itself here in the former Church Street Presbyterian Church. The former works depot in Clarence Street is now The Depot Artspace.

⁵⁹ Devonport Historical & Museum Society.

Places that represent this theme include:

Former Devonport Borough Council offices / former Post Office, 3 Victoria Road
Mount Cambria Reserve, Devonport Museum
Pa, Tokaroro Volcanic Hill
Mount Cambria, Vauxhall Road

5.2 Defence

The volcanic cones of Devonport were used for defence purposes by the earliest Maori inhabitants and the occupying iwi groups fortified both Takapuna (North Head) and Takarunga (Mt Victoria) multiple times. The remains of these fortifications were evident when the first European ship, the *Astrolabe*, visited in 1827.

New Zealand's defence forces have had a long and close association with the Devonport community and the civilian and military populations have mixed and grown side by side.

When the imperial troops were withdrawn after the 1860s, a succession of militia and volunteer units were raised to defend the harbor, including the Armed Constabulary, Auckland Volunteer Coastguard, Auckland Artillery Volunteers, and the Devonport Naval Artillery Volunteers.



Fig. 31. Artillery Volunteers 1910 Garrison, Fort Cautley. W.L. Ruffell, Devonport Historical Society and Museum.

The geographical suitability of the Flagstaff foreshore for naval operations was noted by Governor Hobson in 1840 and the following year an ammunition store was built on the 'Naval Reserve' (Windsor Reserve). The naval presence grew until, by 1886 and during the time of the 'Russian scare', there was blacksmith's shop, two storey barracks and a carpenter's shop with a capstan for hauling up small vessels, a boatshed

and a launching ramp for the torpedo boat. A jetty and torpedo storage facilities had also been built at Torpedo Bay.⁶⁰

The close proximity of the Navy and the commercial centre brought moves from the Council to shift the Naval presence elsewhere and in 1890 the Admiralty accepted the offer of four acres of reclaimed land near the newly opened Calliope Dock. This then became the Naval Base.

In 1921 the New Zealand Division of the Royal Navy was formed. HMS Philomel, an old cruiser, was tied up beside the deepwater jetty to become the training centre and HMS Chatham was based in Devonport as its first service ship.

Facilities at the naval base grew so that repairs of New Zealand and allied naval ships could be undertaken. Permanent barracks, the Naval Hospital (1941) and Philomel Wardroom (1942) were built, as were a stores depot, and oil and ammunition storage facilities.⁶¹

In 1963 the HMNZS Tamaki, the naval training centre, was moved from Motuihe Island to Fort Takapuna at Narrow Neck. It then moved in the late 1990s to HMNZS Philomel, although the Officer School and Trade training remained. The land was returned to reserve status as the Fort Takapuna Historic Reserve (see Army below).

Work to various vessels was carried out at the Calliope Dry Dock built by the Auckland Harbour Board and opened in February 1888. At the time it was the largest dock in the Southern Hemisphere, capable of refitting both naval and merchant vessels. It brought craftsmen and labourers to the Devonport area and continues today to attract a labour force of skilled craftsmen and engineers. Calliope Dry Dock has been under private management since 1994 when it was leased to Babcock & Co. In 2004 Vosper Thornycroft Fitzroy won the contract and since July 2010 the dock has been operated by Babcock Fitzroy Ltd.

The Torpedo Bay yard, designed by Major Tudor Boddam, no longer required for its built purpose, is currently used for small craft training and as a band rehearsal facility. The 19th century submarine mining station on the site has been refurbished and restored to house the Naval Museum, which shifted from its previous Spring Street home. The new museum opened in October 2010.

Seeking to expand the Navy began reclaiming land at Ngataranga Bay from the 1940s to form the 'north yard'. A tunnel was bored through the Stanley Bay peninsula to provide access between the Southern and North Yards. The substantial warehouses of the North Yard are currently used as supply and maintenance depots. The western end of the Yard has sports fields and a pavilion, the Tamaki Damage Control School and the Te Tāua Moana Marae.

Today the Navy remains an important part of the Devonport community, participating in civic functions with guards, Charter Parades and brass band concerts. Public open days, including ship visiting days, are also held at the Naval yards. Navy personnel living in the naval housing estates along Calliope Road and in Roberts Road, Plymouth Crescent and Portsmouth Road contribute fully in the suburb's social and economic life. It has however not always been a harmonious relationship. In the 1880s the Borough Council appealed to the Provincial Council for compensation for not being able to charge rates on the military land, and in 1954 the Council demanded £4,000 from the Government for lost rates on defence lands and people protested against live gun practice at Narrow Neck in 1950.⁶²

⁶⁰ David Barrat, 'The Garrison', *The Hundred of Devonport*, pp.64-72.

⁶¹ Barrat, p. 71.

⁶² 'A Chronology of the Borough Council', *The Hundred of Devonport*, pp.154,155.

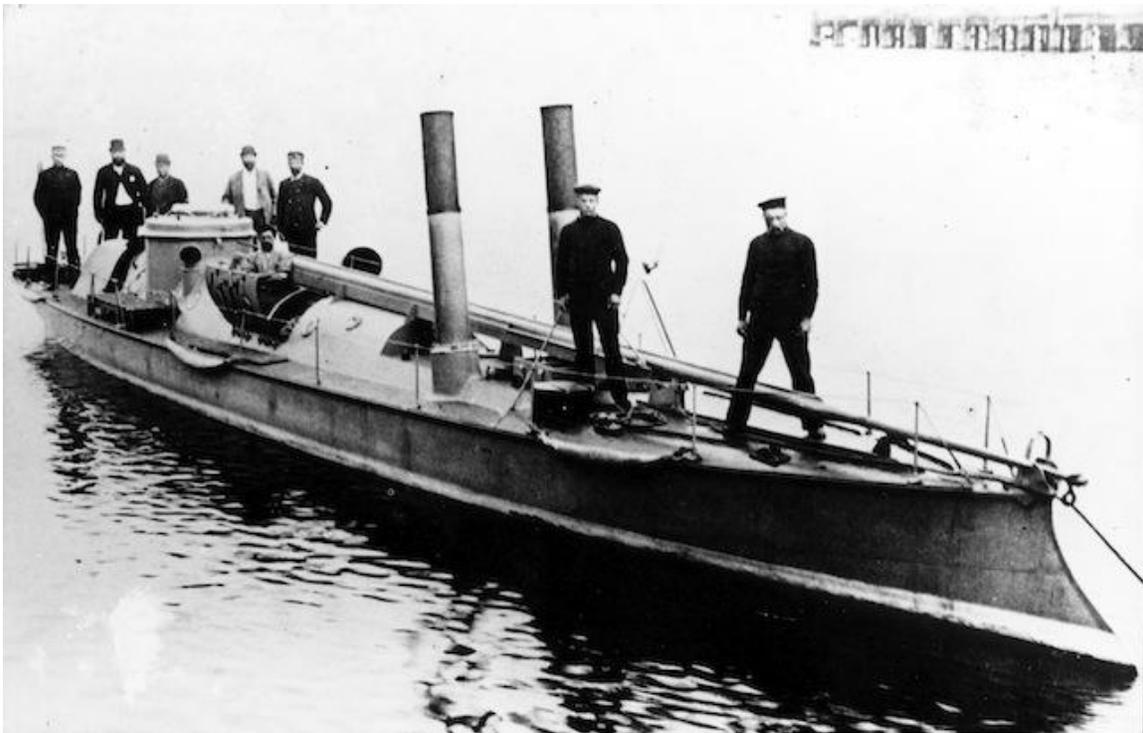


Fig. 32. Spar torpedo board 1884. Courtesy Navy Museum Torpedo Bay Neg. GN 913/85.

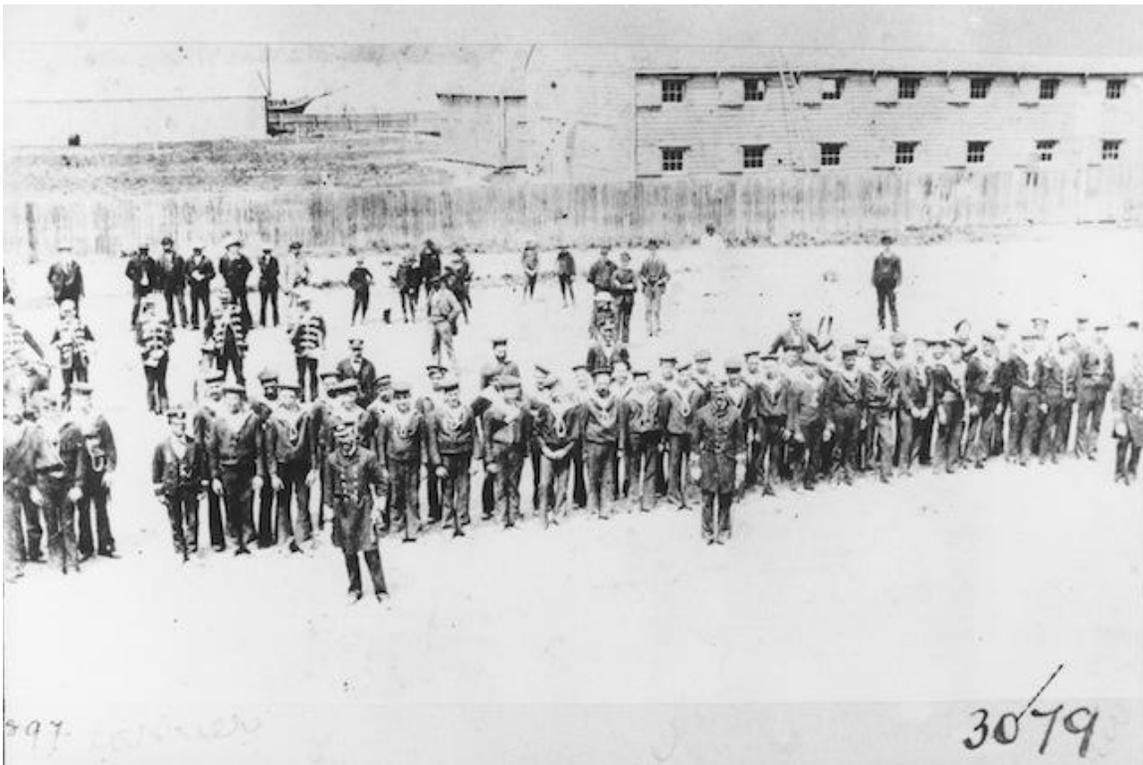


Fig. 33. Auckland Naval Artillery Volunteers on parade 1885 at Windsor Reserve. In the background is the original two-storey wooden barracks built to the orders of Commodore Sir William Wiseman in 1864. The barracks burnt down. Courtesy Navy Museum Torpedo Bay, Neg. GN 596/85.

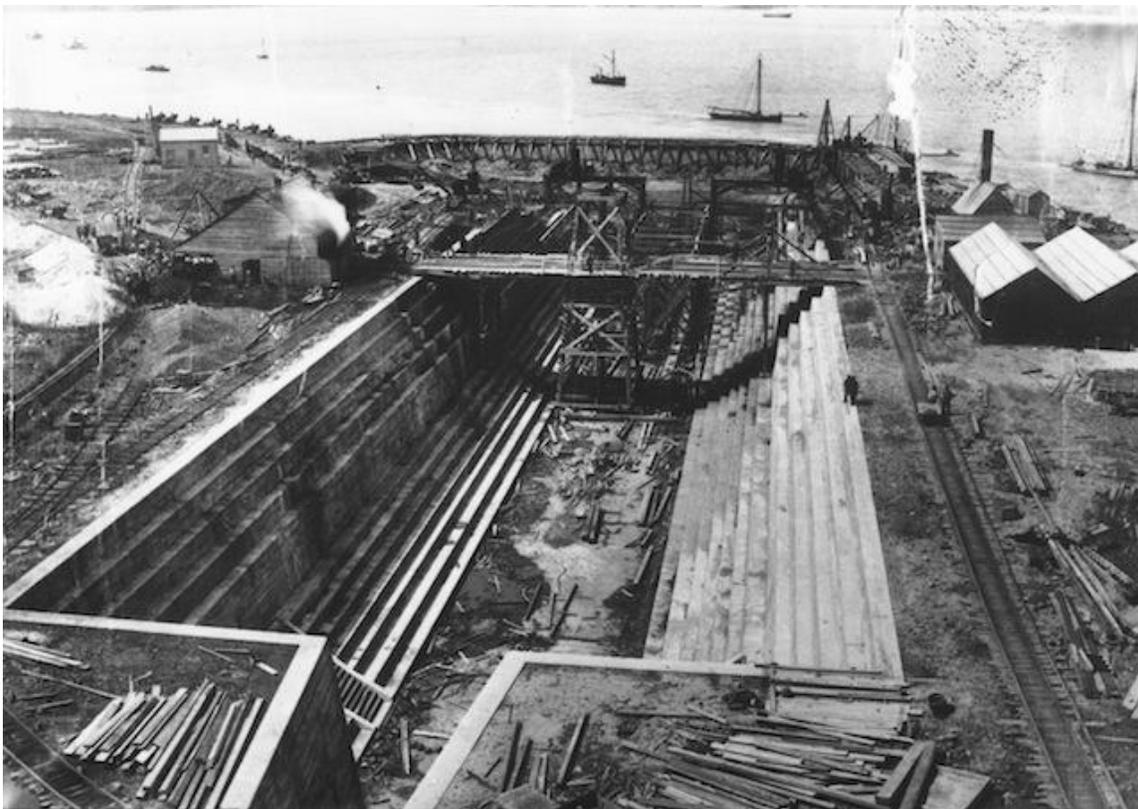


Fig. 34. Calliope Dock under construction 1887 Sir George Grey Special Collections Auckland City Libraries Neg. No.3144.

As mentioned previously, the volcanic cones of Mt Victoria and North Head were ideal sites for defence from the 1840s. In 1885, amid rumours of the Russians invading the Pacific, Auckland Harbour was prepared for assault. Plans were produced by Major H Cautley of the Royal Engineers for fortifications around the harbour, including the three Devonport promontories, Fort Takapuna at Narrow Neck, Mount Victoria and North Head.⁶³

Although it was a false alarm, the fortifications remained and were modernised to meet defence needs in both the 1914-18 and 1939-45 world wars. In times of tension and during wartime the batteries were fully manned, but at other times they were simply maintained.

During the Russian war scare, work started on building an earthwork redoubt on the summit of Mt Victoria, traces of which can still be seen on the eastern side of the summit. Four 64-pounder guns were also placed on the northern side of the mountain. Later, in 1899, the latest of the 8-inch disappearing guns was emplaced on the summit, where it can still be seen.

During WWII part of the southern flank of Mount Victoria, next to Devonport Primary School, became the Mount Victoria Camp, and about a dozen or so buildings were constructed there, including barracks, stores and a combined mess building. Following an acute housing shortage after WWII they were altered to become transit or temporary housing. Of the original camp, two buildings now remain: the Kerr St Artspace and the Takarunga Playcentre.⁶⁴

⁶³ D Veart, DoC Heritage Officer, pers. comm.

⁶⁴ D Holman & J Adam, NSCC Parks Heritage Inventory Buildings and Structures, 2001.

Part of the 1880s fortification programme was the construction of Fort Takapuna on the Narrow Neck headland in 1886, to the design of Major Tudor-Boddam. This subterranean fort had two 6-inch disappearing guns and two quick firing Nordenfelt guns. In 1922 it was deemed that the guns were too old, and the fort was converted to store ammunition in 1926-27.

The extensive site has been occupied by both the army and navy for over 120 years. The Narrow Neck Military Camp was used in both world wars to prepare soldiers for overseas duty. The 1940 Officers' Mess was known by the army as Officers' Mess Fort Cautley and, when the navy took over after moving the naval training station from Motuihe Island in 1963, as Wardroom Mess HMNZS Tamaki.

When the navy decided in 1997 to move the training establishment, HMNZS Tamaki, to HMNZS Philomel at the Naval Dockyard, thus vacating a large part of the site, the legal status of the land was disputed. A local group, the Tamaki Reserve Protection Trust, took the Government to the High Court to have the land returned to reserve status rather than be sold by the Defence Department.⁶⁵

The Fort Takapuna Historic Reserve, extending along the entire cliff-line with extensive views of the islands and the Gulf, is managed by the Department of Conservation. The land was cleared of buildings but the Officers' Mess and Fort Cautley remain and have been restored. Two of the WWII barracks have also been retained and two have been transported to the Lake House Art Centre in Takapuna where they are now used as workshops. The navy still occupies the southern portion as the Officer and Trade Training School of HMNZS Philomel Base (NZ Defence Force).

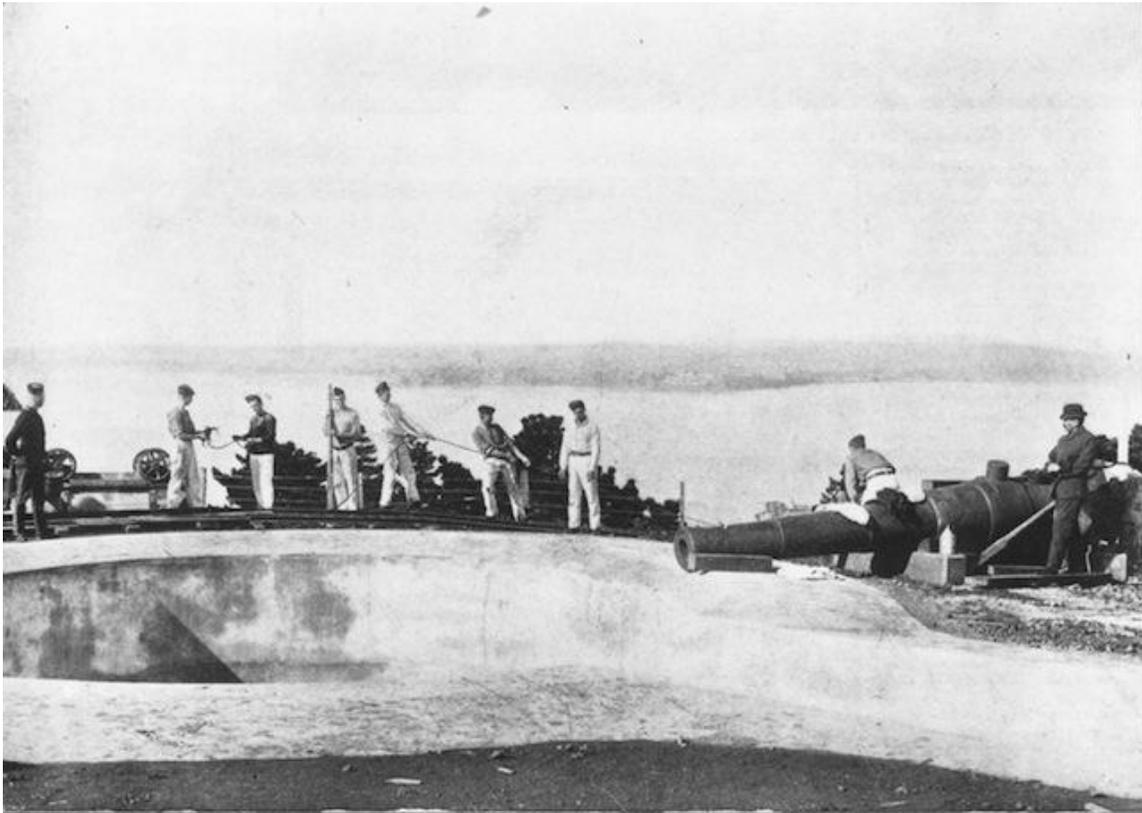


Fig. 35. 13-ton disappearing gun being hauled into position on Mt. Victoria 1899. David Barrett, APL A582.

North Head was the site of the first pilot station for guiding ships into the harbour from 1840. In 1878 it was set aside as a public reserve, available for defence purposes if required. Under Major Cautley's 1885-86

⁶⁵ *North Shore Times Advertiser*, 30 March 1999, p.3; 8 June 1999 p.3.

defence fortification plan three large gun batteries were built; North Battery to defend the Rangitoto Channel; South Battery to defend the inner harbour; and Summit or Cautley Battery on the top. Hastily built and never put in to action the North Head defences, collectively known as Fort Cautley, were under repair for the next 25 years and substantially rebuilt to the designs of Major Tudor-Boddam. Up to 40 prisoners were employed rebuilding the fortifications, digging tunnels, laying bricks and pouring concrete. Most of the tunnels, searchlights and underground spaces existing today were built at this time. Other gun emplacements were added in preparation for the two world wars, and parts of the old fort were modernised including more searchlights.⁶⁶

North Head became the headquarters for the 9th Coast Regiment, Royal New Zealand Artillery during WWII and was the administrative centre for Auckland's coastal defences. Over 30 new buildings were erected to provide accommodation for both men and women in the Army and for administration of the defences. After 1945 the Army presence was reduced and guns and other equipment were sold for scrap. The regiment was disbanded in 1958 and the last of the army marched out of the site in 1979. When the army transferred to Narrow Neck in 1956-7 they took the Fort Cautley name with them. Thus Fort Takapuna became Fort Cautley and is commonly referred to by that name.

Today only six buildings remain on North Head; a barracks building and a stone kitchen that date from 1885, a storeroom from 1910 and three from WWII.⁶⁷ The buildings are now the offices of the Department of Conservation's Auckland Area Office.

Places that represent this theme include:

Naval Base, Calliope Dry dock and Pumphouse, 319 Queens Parade

Elizabeth House, converted to an Officers' Mess in the 1980s, now private apartments, 5 King Edward Parade

Torpedo Bay, Boat Repair Yards

Torpedo Bay, Te Puna Springs Site

King Edward Parade, Magazine Rock

Fort Victoria Mount Victoria

Fort Cautley and Gun Emplacement and Tunnel System 128 Vauxhall Road

HMNZS Philomel, two canons

Naval Base North Yard, Patuone Place / Jim Titchener Drive

HMNZS Philomel Wardroom 89 Calliope Road

RNZN Hospital 91 Calliope Road

Mt Victoria, The Bunker, Part of Fort Victoria

Philomel Quarterdeck Queen's Parade

Torpedo Bay Wharf, saltwater pool, former loaded mine store and test room

Fort Takapuna buildings and parade ground

North Head

⁶⁶ www.doc.govt.nz/conservation/historic

⁶⁷ Ibid.



Fig. 36. Maori Soldiers marching towards Narrow Neck Camp, at the corner of Vauxhall Road and Ascot Avenue, 1917. E. Colman, Devonport Historical Society & Museum.

5.3 Justice

In 1847 the murder of the first signalman Lieutenant Robert Snow at Devonport was one of the earliest murders in New Zealand's colonial history. Thomas Duder was arrested and condemned for the crime, but fortunately for the future of Devonport, he was found innocent days before the execution of the real perpetrator, John Burns. This crime was investigated by the Armed Police Force from Auckland.

It was not until 1869 that Flagstaff got its first constable.⁶⁸ His area of responsibility extended north to Albany, and his duties included the collection of dog and cattle taxes and the role of sanitary inspector. The first home of the Devonport police appears to have been in Victoria Road and later in a Clarence Street house that served as both police residence and office.

By 1899 Devonport had a sergeant and three constables who were responsible for Takapuna and further north. By 1912 the population of Takapuna had increased enough to warrant its own police station, but the headquarters remained in Devonport.⁶⁹

⁶⁸ *Beginnings*, Vol.1, pp.37-38.

⁶⁹ 'Takapuna H.Q. Northern Police Division: Souvenir Programme of 61st Anniversary of Station Opening, 29 May 1912', Vertical File, Police, Takapuna Library, p.19.

With the outbreak of war in 1914 police were given additional duties, including the supervision of people of 'alien' nationalities, and an internment camp was set up by the military at North Head for the duration of WWI.⁷⁰

In 1923 the first purpose-built police station comprising an office, sergeant's residence, shed and two cell lock-up was built in Rattray Street. This remained the centre of policing for the next fifty years until the late 1970s when this office was closed down and Devonport lost its police station. Policing in Devonport is today administered from Takapuna with a community constable on day duty.

Until the North Shore Magistrates, and later Takapuna District Court, was opened in Huron Street in 1970, court proceedings were held in Auckland City. The court was moved to Albany in 2001.

Places that represent this theme include:

Execution site near Mays Street, King Edward Parade
Former Policeman's house, station and cell 7-9 Rattray Street

5.4 Healthcare

In 1876, following a case of typhoid in Devonport, a local Board of Health was formed and the following year a sanitary inspector was appointed. He was responsible for recommendations on drainage and enforcing an earth closet system in all dwellings.

As there were no hospitals in Devonport, residents were treated at Auckland Hospital and later at the Infectious Disease Hospital at Point Chevalier. The Borough's financial contribution to those hospitals was a continual matter of discussion.⁷¹

In the 1890s Devonport residents trained in emergency first aid at the St John Ambulance Corps in Auckland. In the event of a serious accident or illness patients were taken to the wharf on a litter and transported by ferry to Auckland Hospital. In 1908 a nursing division of St John's was established in the borough.⁷²

Dr HC Bennett is recorded as being resident in Devonport in 1904, and by 1920 there were three doctors in the Borough.⁷³ Dr Bennett's imposing double storey timber house and surgery still stands in Victoria Road close to the Hastings Parade intersection.

Local hospital care was provided by two private hospitals that existed in Buchanan Street in the early 20th century. Greenhall, at No. 4, operated from 1913-19, and Pentlands, at No. 18, from 1920-25. In 1926 Pentlands moved across the road to No. 19. and was run by nurse Jessie Milne. Many of today's Devonport residents can claim to have begun life there. In 1951 the Auckland Hospital Board took over Pentlands and installed facilities to perform minor surgery as well as maternity services. Those facilities closed in 1975, and it became a psychiatric outpatients clinic.⁷⁴

Naval medical care was provided on base, a new hospital in Calliope Road replacing the outdated 'sick quarters' in 1941. A military hospital also existed at the Narrow Neck base (Fort Takapuna). This was used by the Army, and latterly the Navy, and was taken over by the Auckland Hospital Board for urgent cases in 1946.⁷⁵

⁷⁰ Richard S Hill, *The Iron Hand in the Velvet Glove: The Modernisation of Policing in New Zealand 1886-1917*, Palmerston North, 1995 p.350.

⁷¹ Devonport Scrapbook, Auckland Libraries, Devonport, Vol.12.

⁷² Christie, Vol. II, p.20 and Rex Wright-St Clair, ed., *St John in New Zealand 1885-1985*, Wellington 1985.

⁷³ HC Bennett, surgeon is listed as a resident of Devonport in the Wisers Street directory of 1904. *Wises Street Directory*, 1904, p. 86. *Cleaves Auckland Provincial Directory*, 1920, p. 321.

⁷⁴ 'Pentlands: where babies were born in Devonport', 'Ramblings with Rod', *Flagstaff*, 12 June 2006, p.12.

⁷⁵ 'A Chronology of the Borough Council', *The Hundred of Devonport*, p.153.

Finally, in 1958, North Shore Hospital opened to provide medical facilities for all North Shore residents including those at Devonport. Since then it has been expanded to include a range of medical services and is administered by Waitemata District Health Board.

In addition to the range of general medical facilities provided on the Shore, specialist disability care is provided in Devonport at the Wilson Home. In 1937 this house and gardens were gifted by the Wilson family to the Auckland Hospital Board together with an endowment for the care for disabled children. During and after the polio epidemic of 1948 child victims of polio received physical therapy and education there, and today the facility caters to children with many physical disabilities.

Places that represent this theme include:

Oliver Mays' house, 18 Buchanan Street

Former Pentlands Maternity Hospital, 19 Buchanan Street

RNZN Hospital, 91 Calliope Road

Theme 6 Ways of life

Early settlers were skilled tradesmen: shipbuilders, sawmillers, farmers and those in the military. Many of them foresaw the advantages of the development of a town close to the city and speculated in land. They founded businesses that prospered and became influential in the development of the community. In the 1880s, with the advent of a reliable ferry service, wealthy prominent Auckland citizens built houses in Devonport. This group formed an 'elite' and the organisation of community affairs was closely intertwined with the commercial interests of these men.



Fig. 37. View of Torpedo Bay from North Head showing the Watson house 1903, Empire Postcard, North Shore Libraries, D GSK 0005.

Although the contribution of other groups in society is more difficult to identify, there is ample evidence of their involvement in community affairs and recreation. Devonport was an integrated society with common aims and the welfare of all sections was taken in to account.⁷⁶

By the mid-1880s, the building of the Calliope Dock and the fortifications on Mt Victoria, North Head, and Narrow Neck brought people of all social classes and religious adherence to the Borough. Military personnel were transient and confined in camps so contributed little to local society, but other skilled craftsmen settled in Devonport.

By the 1940s, Devonport was in decline. The affluence of the older families was still there but it masked a community which obtained its living from very ordinary occupations and basic shop-keeping.⁷⁷

In the mid-70s, the renovation of older houses in Devonport gained popularity and young couples with school aged families moved into the area. This trend has continued, with a resultant rise in property values.

6.1 Religion

⁷⁶ Yoffe, p.18.

⁷⁷ Ferguson, 'The Borough', *The Hundred of Devonport*, p.45.

A number of Christian denominations arrived with the settlers and, as was usual, they also undertook the education of the children. In the early days, church groups shared facilities for their services or met in one of the larger homes. Land was eventually assigned by the Crown for each denomination for buildings and cemeteries.

In former times churches provided a major focal point in the social life in the community through the choir, fund raising fetes, women's and men's groups and education, and they provided halls for these groups to meet. Today, reflecting national and international trends, the influence of the churches has waned to some extent.

6.1.1 Anglican Church

In 1854 fifteen Anglican families petitioned Bishop Selwyn for help to build their first church, and a small weatherboard building, serving as church and school, was erected within less than a year on the site of the present Holy Trinity Church in Church Street. This building was later replaced with a larger church, still standing, which was consecrated in March 1881. As a result of the increasing population and expansion of settlement northwards, Devonport Parish was divided in 1924 to form two other parishes, St Michael's at Belmont and St Augustine's at Stanley Bay. St Michael's already had a church, but St Augustine's waited until 1930 for its building, which was dedicated as a memorial to those who died in WWI. The original St Michaels in Bayswater Avenue, built in 1865, burnt down around the turn of the 20th century. A new church was consecrated in 1910, with the new hall incorporating a portion of the old Sunday School building from the Devonport parish.⁷⁸

6.1.2 Catholic Church

Bishop Pompallier received a Crown Grant for land on the north side of Mt Victoria in 1862. Despite the number of Irish Catholics in Devonport who arrived with the military to work in the shipbuilding industry, a church was not built for over 30 years. Devonport's first Roman Catholic chapel was the mortuary chapel from the Symonds Street cemetery, which was transported across the harbour in 1893. The present church, St Francis de Sales in Albert Road, was designed by Richard Mahoney and opened in March 1919. St Luke's Catholic Church in Bayswater Avenue dates from April 1960 and is part of the Parish of Takapuna.

6.1.3 Methodist Church

Methodist settlers opened a chapel on the side of Mt Victoria in August 1865. However, two years later the congregation had dwindled and the chapel was closed. The remaining Methodists met in homes for ten years before building another church, which opened in March 1877 on Beach Road (King Edward Parade). This building was later moved to a site in Church Street and then enlarged.

In 1971, having sold properties in Church Street, Stanley Bay and Vauxhall Road, the Methodist congregation built a modern church and meeting centre on the corner of Lake Road and Owens Road, where many community activities still take place.

6.1.4 Presbyterian Church

Presbyterians led by Rev. John Wallace raised money and erected a church on the corner of Church and Cracroft Streets in time for Christmas services in 1866. In 1889 this building was moved back on the site and a larger church was built in front, facing Church Street. In 1978 the church was cut in two, the front portion moving to Mt Cambria, to be refurbished and become the Devonport Historical and Museum Society. The remaining part, facing Cracroft Street, has been converted to a dwelling.

⁷⁸ www.takpunaanglican.co.nz

In 1916 the new St Paul's Church was built in Victoria Road to the design of architects Grierson and Aimer. It stands on a site granted by the Crown some 26 years earlier, next to St Francis de Sales and All Saints.

St Margaret's Church at 151 Lake Road was opened in 1910. The church hall was briefly used as the first Belmont Primary School in 1912 while the school was being built.

6.1.5 Other Denominations

In 1883 the Salvation Army held its first meeting in Devonport in the Assembly Hall on Beach Road. In 1909 the Salvation Army Hall was built in Hastings Parade and served the community for nearly 90 years. The building is now in private ownership, and is used as a residence.

New churches came in the mid 20th century. The Four Square Gospel Church began holding meetings in the Buffalo Hall in the late 1940s and built their church at 90 Victoria Road in 1952. The name was later changed to the Christian Revival Crusade and the building is now occupied by the Canaan Church.⁷⁹

Other churches which have had a presence in Devonport include the Congregational Church, whose spacious wooden building was built about 1890 on the west side of Mt Victoria at 96 Victoria Road.⁸⁰ The Plymouth Brethren met in the Gospel Hall in Calliope Road, and the Baptists in the 1949 Baptist Church on the corner of Lake and Westwell Roads. Brethren and the Jehovah Witnesses bought the State Theatre in 1978, but left again in 1983.⁸¹ The State Theatre was later demolished and apartments built on the site.

Places that represent this theme include:

St Michael's and All Angels' Anglican Church 159 Bayswater Avenue
St Augustine's Anglican Church 95a Calliope Road
Holy Trinity Anglican Church 18-20 Church Street
St Francis de Sales' Catholic Church and Graveyard 2b Albert Road
St Paul's Presbyterian Church, Hall and Graveyard 100a Victoria Road
Salvation Army Hall 1 Hastings Parade
Public Graveyard Victoria Road
O'Neills Point Cemetery, Bayswater Ave
Former Mission Hall 10 Calliope Road, corner High Street

6.2 Education

6.2.1 Pre-school education

An early preschool operated in Devonport from the 1920s and the first play centre started during WWII.⁸² In the mid-1960s the Takarunga Playcentre was established in one of the former transit houses on the side of Mount Victoria in Kerr Street and it was joined later by another Playcentre in Narrow Neck. The Auckland Kindergarten Association has two kindergartens in the Devonport area, one in Vauxhall Road, the other in Rosyth Avenue Bayswater, this later building being designed by the influential Group Architects and Wilson and Juriss in 1959-60. Devonport also has a number of child care centres, a Montessori School and the Te Hau Kapua Te Kohanga Reo in Bayswater.

⁷⁹ Lois Westwood, 'The Schools and Churches', *The Hundred of Devonport*, p.81; *Wises NZPO Directory* 1955.

⁸⁰ *Wises NZPO Directory* 1955, p.215.

⁸¹ Verran, p.111

⁸² *Devonport Flagstaff*, 4 May 2000, pp.14-15 and the *North Shore Times Advertiser*, 5 September 1972, p5.

Places that represent this theme include:
Takarunga Playcentre Kerr St, Mt Victoria
Narrow Neck Playcentre, Handley Cres
Devonport Kindergarten Vauxhall Rd
Bayswater Kindergarten Rosyth Ave Bayswater
Acorn Montessori School Kawerau Avenue

6.2.2 Primary Education

The first school on the North Shore was St Mary's College at Shoal Bay, run by the Catholic Diocese. However, it proved too far away for children from Flagstaff to attend, so in 1854 the Anglican families of the area asked Bishop Selwyn to assist them in setting up a school and church. Messrs Duder, Alison, Wiles, Burgess, O'Neill and others set up a committee to raise the money required. As a result of this fund raising a wooden building was erected in 1855 on land leased from Mr Burgess. The Rev. Hayward was appointed vicar and headmaster for 19 pupils in May 1856, and the school was known as St Mary's or Flagstaff school.

In 1869 the education authorities asked the Flagstaff Highway Board if they would consider setting up a common school for boys. This was to become the Devonport District School, opened in 1870, its first school building being the Methodist Chapel already on site.

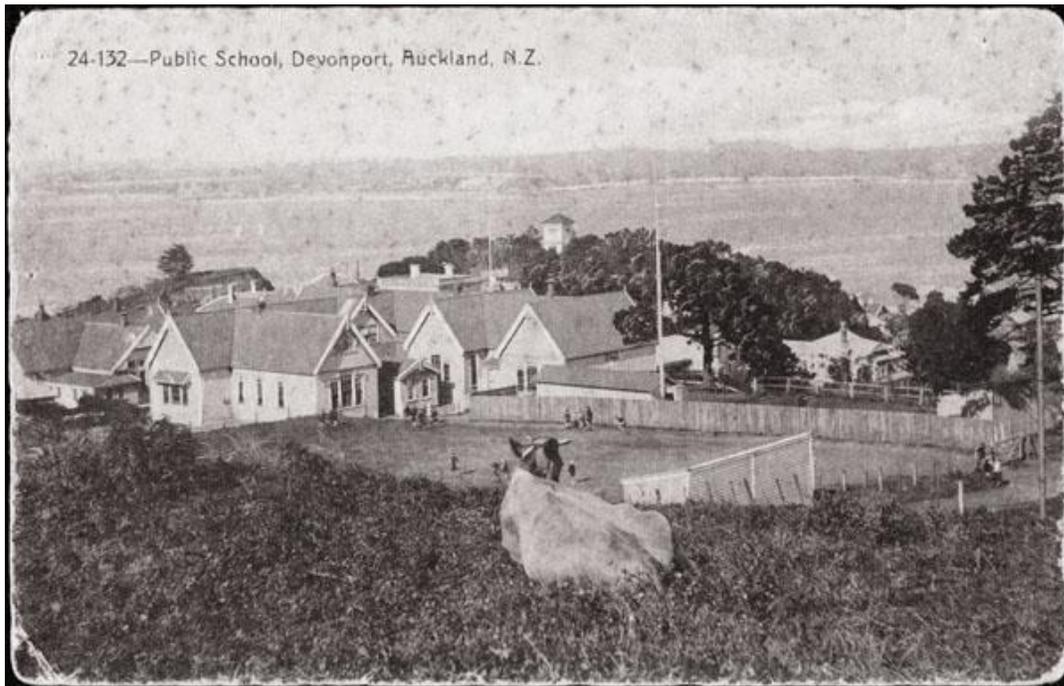


Fig. 38. Devonport School 1910, North Shore Libraries, D GBS 0002.

By 1909 Devonport School (as it became known) was the second largest in New Zealand and Stanley Bay School opened as a side school under its control in the same year. Further population growth in the Narrow Neck area saw the opening of Vauxhall School in 1920.

With the opening of the Roman Catholic Church in the relocated mortuary chapel in 1893, St Leo's Convent was established on the opposite side of Victoria Road. The primary school, staffed by nuns, was originally held in the church hall, which still exists in the school grounds.

Many girls received their primary education at small private schools in Devonport including at Miss Mathews' Ladies College (1902-1909) located in Jubilee Avenue, which catered for boarders and day girls, and 'Castlereagh' Cheltenham College for Girls (1903-1919), located in a large house in Vauxhall Road that was demolished in 1972. Another school for girls and boys was Cheltenham Collegiate near Holy Trinity Church. It operated for three years from 1918 and was closed when the headmistress left and a suitable replacement could not be found.

As a result of the steam tram service, the population at Belmont increased and the first Belmont primary school opened in June 1912 in St Margaret's Presbyterian Church hall in Lake Road. The school building was ready for occupation the following year. Belmont Intermediate School, neighbouring Takapuna Grammar School, was built in 1952.⁸³

Places that represent this theme include:

Devonport Primary School Kerr Street

St Leo's Catholic School 2a Albert Road

Stanley Point Primary School Russell Street / Glen Road

Former Cheltenham Collegiate (private girls' school) 16 Jubilee Ave

Vauxhall Primary School Morrison Avenue

Bayswater Primary School Bayswater Avenue

Belmont Primary School and Belmont Intermediate Lake Road

Hauraki Primary School Jutland Road

6.2.3 Secondary Education

Until Takapuna Grammar School opened in 1927, secondary school aged pupils made the daily trip across the harbour to attend schools in the City, either one of the Grammar Schools, a private school or Seddon Memorial Technical College.

Takapuna Grammar's main school building, with its distinctive 'collegiate gothic' style, was designed by WA Cumming, an architect who had a long association with the design of other grammar schools in Auckland. It included an extensive technical section to prepare pupils for work at the Calliope dock and naval base.⁸⁴

Places that represent this theme include:

Takapuna Grammar School 210 Lake Road (corner St Leonards Road)

6.3 The Arts

The Devonport promontory with its distinctive volcanic hills appears in many early Auckland landscapes by prominent colonial artists, although none appear to have lived in Devonport.

In the 1950s the Devonport Festival Society was formed by a group of amateurs who ran an annual arts festival which, among other innovative ideas, recognised Maori art. In 1965 it offered a prize for *kete* (baskets) made entirely from traditional materials and using traditional designs.⁸⁵ Nationally recognised artists who also exhibited or judged work at these annual festivals included painters Ralph Hotere and Jan Nigro, and potter Barry Brickell. The festivals continued until 1973 when a major sponsor disagreed with the judge's choice for the year's art award. This discord spelled a death warrant for the event, which thereafter continued only until 1975.

⁸³ Verran, p. 82.

⁸⁴ Ibid.

⁸⁵ Cheryl Sotheran, 'Art', *The Hundred of Devonport*, p.87.

Also in the 1970s, people of artistic talent were attracted to the quiet and affordable village atmosphere in Devonport. Some established their own studios, usually at home. In this period others grouped together to form 'The Works', an artisan centre located in the former Duder store at the bottom of Church Street. Glass blowing, a pottery kiln, fine furniture and a crafts co-operative occupied the building. Devonport potters Andy Barrett and Campbell Hegan were located at The Works, while potter Sally Vinson maintained her own studio.

Devonport has a number of private dealer galleries in the Victoria Road shops and also the Depot Artspace, which has two galleries, a recording studio and two rehearsal rooms. Additional artists' studios are also available in the Kerr Street Artspace, a former military building on Mount Victoria.

Literature has flourished in Devonport and houses where writers have lived are identified in the booklet *North Shore Literary Walks* produced by North Shore City Council. One of the most famous is ARD Fairburn, the visual art and literary critic, who lived at 7 King Edward Parade. He is remembered by a plaque in front of his house, erected by the Devonport Library Associates.

Contemporary writers are catered for with the Michael King Writers Centre in the Signalman's House on Mount Victoria. The performing arts are centred at the Rose Centre in Belmont, an intimate theatre for concerts and live performances.

Places that represent this theme include:

'The Works' Commercial Block 30-33 King Edward Parade

ARD Fairburn house, 7 King Edward Parade

Mount Victoria Reserve, Signalman's House

Kerr Street Artspace Mount Victoria

The Depot Artspace, Clarence Street

The Rose Centre, Belmont

6.4 Cinemas and Halls

In the latter half of the 19th century entertainment and social events took place in the largest buildings in a community, which were frequently the hotels. Devonport had two hotels from the 1860s onwards, the Masonic Hotel (1866) and the Flagstaff Hotel (1864), which was replaced by the Esplanade Hotel in 1902-03. Later, concerts, dances, fetes and meetings were held in church halls. Devonport Hall, the first public hall in Devonport, was built on King Edward Parade in 1867 by subscription and quickly became the centre for meetings, dances and public events.

By the first decade of the 20th century Devonport was a thriving retail and commercial centre and in 1910, with the population of over 7,000, Devonport was well able to support the growing entertainment trend of moving pictures.

The first cinema on the North Shore, 'Benwell's Picture Palace' named after its American owner, opened in a draughty old hall in Clarence Street. It was a short-lived curiosity, as it burnt down within a few months.⁸⁶ Later, in 1922, the telephone exchange was built here and the site is now the Stone Oven Café.

Undaunted by his loss, Benwell decided to build a purpose-built theatre. With only £25 to invest, he borrowed heavily to build the Victoria Theatre in 1912. The interior décor echoed the elaborate theatres of an earlier period, such as His Majesty's in Auckland (1902), having moulded plaster ornamentation on the ceiling, walls, and a circle balcony. In 1929 the theatre underwent a major renovation of the façade and the interior, incorporating the Art Deco style of the time.

The Victoria Picture Palace enjoyed commercial success through the heyday of cinema in New Zealand. Since its inception in 1912 it has been a focal point for the people of Devonport. Fondly remembered as the

⁸⁶ Salmund Reed Architects, *The Victoria Theatre Conservation Plan*, Devonport, 2006, p. 6.

centre for fun, fantasy and romance it is close to the hearts of Devonport residents but fell on hard times in the 1980s and was closed.



Fig. 39. Victoria Theatre 1915, North Shore Libraries, BGG-0011.

North Shore City Council bought the building in 2004 and the Victoria Theatre Trust has recently taken on the lease. Funds have been raised for refurbishment and the building has just reopened to begin a new life as a cinema and live performance venue.

Devonport's other cinema, the State Theatre, directly across the road from the Victoria, was of later construction. It was briefly the home of the Jehovah's Witness Church in the late 1970s and early 1980s. The building was sold and demolished thereafter, and has been replaced by apartments.

Places that represent this theme include:

56 Victoria Road, Victoria Theatre

6.5 Local media

Before the advent of radio, newspapers were the only means of broadcasting news and Auckland often had several concurrent morning and afternoon publications during the 19th century.

Newspapers for the North Shore began to appear in the early 1880s. The first was the weekly *Waitemata Messenger*, which covered the area from Devonport north to the Wade River and westwards to Riverhead. Proprietor and editor GE Alderton published the first issue on 7 June 1885 from his offices at the bottom of Queen Street. The circulation increased to 3,000 before he sold it to James Sibben in 1896. The new owner transferred the paper to Devonport, but the publication ceased on the death of Mr Sibben in 1901.

The *Waitemata Times*, also a weekly, which began in 1910 was printed in Clarence Street. The name changed to the *Waitemata Post* the following year and then to the *Waitemata News* in 1912 before it ceased publication in October 1913.

The *News'* demise could be attributed to the publication of another weekly *The County Standard*, the first issue of which appeared in August 1913. It was printed by the Walsh Printing Co. in Albert Street. Tom

Walsh, the proprietor, collected and published newspaper reports of the history of North Shore much appreciated by researchers today. The shortage of newsprint due to WWI closed this publication in 1916. It had developed from a paper called the *News*, which circulated in Northcote and Birkenhead.

No other paper was published on the Shore until 1949 when RA Ryan of Stanley Point brought out the first issue of the *North Shore Times*, published in Fleet Street. In 1954 a rival free paper, *North Shore Advertiser* began publication from Takapuna. In June 1966 the two papers merged to become the *North Shore Times Advertiser* and became a free publication, reporting on community issues and news. In 2004 the *Times* was taken over by Fairfax and belongs in its stable of community newspapers.⁸⁷

For the past two decades Devonport has enjoyed *The Flagstaff*, a fortnightly issue with a focus on community events and local news. A local radio station *The flea 88.2fm* has operated from Devonport wharf since 1999.

Places that represent this theme include:

None identified.

6.6 Sport

Devonport could be called the ‘cradle of sport’ in New Zealand, being able to claim many sporting firsts. Sport was a significant factor in community life including all levels of society and provided opportunity for community interaction.



Fig. 40. Takapuna Jockey Club Racecourse, 1928-29. North Shore Libraries D GPA 0006 0 1.

Some Devonport sporting clubs, past and present include:

⁸⁷ *Beginnings*, Vol. I, p.25; Verran, p. 264.

Association Football Club, formed in 1886, and New Zealand's oldest soccer club. The first pitch was at the former Bear Gardens on Queen's Parade, but the club moved to the Domain in 1897, a decade after the first competition game had been played. In 1982 the club moved again to Dacre Park, on the site of the former gas works at Ngataranga Bay.⁸⁸

Belmont Park Racquets Club, tennis and squash, located on Bayswater Ave.

Devonport Bowling Club, founded in 1895, is the third oldest bowling club in Auckland, and operates from Devonport Domain.

Former Devonport Tennis Club, founded in 1880, and located on the Devonport Domain, near Vauxhall Road. Initially one court was formed and a pavilion built in the late 19th century. As the club expanded three courts were constructed, and this increased to six grass courts by the 1930s. However, it closed in the face of the competition from the two hard courts at Vauxhall Road, and the Ngataranga Tennis Club at Stanley Bay. The pavilion is now used by the Masonic Cricket Club.

Former Devonport Women's Bowling Club, formed in 1947. Its clubhouse, located in Wairoa Road, is now occupied by Plunket rooms.

Devonport Yacht Club formed in 1905, and located on King Edward Parade. When the old Victoria Wharf was demolished, the former ferry waiting room was relocated to the site by floating crane for use as storage.

Motorcycle racing promoted by the **Auckland Provincial Motorcycle Club** occurred between 1920 and 1929, using the Takapuna Jockey Club course, now the Waitemata Golf course.

Former North Shore Amateur Swimming Club, formed in 1897 – organised swims along Cheltenham Beach but is no more.

The North Shore Cricket Club formed in 1864, is the oldest cricket club in New Zealand. The first games were played on a pitch between Albert Road and the Waitemata Golf Club, but the Club has played on Devonport Domain [Cambridge Terrace] since 1896. New clubrooms were built in the 1960s replacing the earlier turn of last century facilities, which were demolished.

Masonic Cricket Club (see Devonport Tennis Club)

North Shore Croquet Club founded in 1905 and shifted to its Wairoa Reserve location in 1930, continues to function from a clubhouse and greens here. The clubhouse is a workman's cottage, acquired from the Takapuna Jockey Club in 1932.

North Shore Rugby Club established 1873. The first games were played on the Cheltenham flat. The club moved to the Domain/Vauxhall Reserve and built a changing room on the southeastern corner. The clubrooms built in 1905 at Beaconsfield St bear the initials 'NSAFC 1873' facing the reserve and 'North Shore Rugby Club' on the street facade. In 1909 the council leased the grounds to the newly formed Rugby League Club, Albion, against the NSRC's strong objections. A compromise was reached where both clubs shared the ground. This uncomfortable situation lasted until the early 1960s when the league club moved to Bayswater.⁸⁹

North Shore Rowing Club, formed in 1874, is the oldest rowing club in Auckland. The first clubhouse on Windsor Reserve was moved to a site west of Devonport Wharf in 1892. The building was badly damaged in a storm, and the new clubhouse was built at Duder's beach opposite the Masonic in time for the beginning of the rowing season in 1900. The club relocated to Lake Pupuke in 1960s and was renamed the North Shore Rowing Club. The clubhouse is now the home of the Calliope Sea Scouts, which began 1923.

North Shore Sailing Club, established in 1894, moved to Okahu Bay on the other side of the harbour and became the Akarana Yacht Club in 1921, and is now the Royal Akarana Yacht Club.

⁸⁸ Paul Titchener, 'Sport', *The Hundred of Devonport*, p. 95.

⁸⁹ *Ibid*, p. 94.

Ngataringa Tennis Club formed in 1928, continues its existence today at Stanley Bay Park.

Stanley Bay Bowling Club was established in 1908, at Stanley Point Road, where it is still located, sharing its facilities with the Stanley Bay Petanque Club.

Takapuna Boating Club, located at 17 Sir Peter Blake Parade, Bayswater, was established in 1914 on the shores of Shoal Bay. The clubhouse, dating from 1923, is an old Panmure tannery building, which was barged across the harbour in pieces. In the late 1960s a new purpose designed club house was built on the Gould Reserve on the edge of the business district at Takapuna Beach, and the older Bayswater building is now used for training young sailors.

Wakatere Boating Club, dates from the 1930s at Narrow Neck Beach. A contemporary clubrooms, with starting tower adjacent to the beach, was built in the 1960s as a WWII memorial to club members who lost their lives.

In addition to the sports clubs, Devonport had its own racecourse. Now the Waitemata Golf Course, this former swampland was reclaimed in the late 1870s and was used as the Takapuna Race Course from 1881. The second jockey club in Auckland, during the 1920s it was also used as a grass mile motorcycle-racing track. In 1929 the grass mile world record was set and retained here for 40 years. In 1905, the Takapuna Jockey Club allowed the newly formed Waitemata Golf Club to use part of its land. In 1934 the Takapuna Jockey Club went into liquidation and the land ownership was transferred to the Devonport Borough Council and leased to the Waitemata Golf Club.⁹⁰

The race course once had numerous buildings - by 1900 there was a large grandstand, dining room, ladies room, a totalisator building, and a building housing offices for club officials, press representatives, course committee and secretary. Other buildings included the caretaker's residence and a casualty room. Today only two of the buildings remain, the former ladies and gentlemen's conveniences (now the Girl Guides) in Allenby Avenue, and the clubrooms of the North Shore Croquet Club, which was a former workman's cottage or tack room. Next to the Guides is the Scouts Den, which was constructed as a decontamination centre during WWII in c.1944.

Places that represent this theme include:

Bayswater, Takapuna Boating Club 17 Sir Peter Blake Parade, Bayswater

Calliope Sea Scouts Hall King Edward Parade

Girl Guides Hut, Former Takapuna Jockey Club changing room Allenby Avenue

Scout Den (adjacent to Girl Guides Hut) Allenby Avenue

Mount Victoria tennis courts

Stanley Point Bowling Club 20 Stanley Point Road

Ngataringa Tennis Club, Stanley Bay Park

North Shore Cricket Club Pavilion, Cambridge Terrace, Devonport Domain

Masonic Cricket Club pavilion, Vauxhall Road, Devonport Domain

North Shore Croquet Club, Wairoa Road

Plunket Rooms, Former Women's Bowling Club Wairoa Road

Devonport Squash Club and Gym, Wairoa Road, Narrow Neck

Wakatere Yacht Club, starting tower Old Lake Road

6.7 Community Organisations and Facilities

In addition to the sports clubs discussed above, Devonport citizens also formed branches of international groups for social welfare and service purposes. These included the Masonic and Foresters' Lodges, Rotary

⁹⁰ Devonport Historical & Museum Society.

and the Returned Services Association. The Masonic Lodge building in Victoria Road has been converted into apartments, and the Foresters' Hall (Buffalo Hall/Court Victoria Hall) still stands at the corner of Albert and Victoria Roads.

Women's groups tended to be associated with church activities, and included the Mother's Welfare League and Plunket. Today, community organisations catering for the young include Sea Scouts, Scouts, Girl Guides, Girls' Brigade and Air Cadets, which are all active in Devonport. The Orphans' Club, a worldwide organisation for men interested in music, met from 1910 to 1985.

Devonport citizens have always taken an interest in matters that concern the development of the community. Since the water supply issues at the end of the 19th century and the many suggestions of amalgamation with other boroughs for local governance, Devonport has maintained an independent identity. Due to the almost island-like geography and orientation across the harbour Devonport residents have often perceived themselves as a self-contained community.

Special purpose lobby groups such as the Devonport Ratepayers' Association have long been established, and other groups have been formed over the years in response to issues as they arose. These include the Ngataranga Bay Protection Society, which fought the marina development, Independent Devonport, which fought against the amalgamation that created North Shore City, the Tamaki Reserve Protection Trust and Devonport Heritage, which lobbies on heritage issues. The most recent group is the Masonic Friendly Society, formed to protect the Masonic Tavern and its site from townhouse development.

Another community facility is the Devonport Historical and Museum Society. Funds for the establishment of the museum were bequeathed in the Watson will in 1911 but it wasn't until 1982 that the Museum was established in the former Presbyterian church, moved from the corner of Church and Cracroft Streets to the present Mount Cambria site.

In the early days of Devonport, community facilities were provided by the residents themselves, who tirelessly raised funds to build halls and clubrooms. The first community facility was the Devonport Hall, built in 1867, and followed twenty years later by the 1887 Devonport library. The library was a reading room attached to the Municipal Chambers constructed on the site of the present library. This timber structure was demolished and replaced with a brick library and Plunket rooms in 1954. It was enlarged in 1970, and plans have recently been prepared for further extensive renovations to this building. Plunket has relocated to the former Devonport Women's Bowling Club in Wairoa Road.

More recently, several existing buildings have been adapted for community purposes. In 1979 a community centre known as Wikitoria opened in the former WWII headquarters of the 15th AA Regiment in Kerr Street. It is now the Kerr Street Artspace associated with the Depot Artspace in Clarence Street.

In addition to the setting up of halls and meeting places, the establishment of a Fire Brigade was an early priority for the area, given the vulnerability of timber buildings to fire from contemporary lighting, cooking and heating methods. The fire brigade was established in 1885, just before the fire of 1888, which destroyed nine buildings on Victoria Road. The brigade first operated with a hose reel mounted on wheels stored in the hut underneath the bell tower on Windsor Reserve. Three fire bell towers were built, and the number of times the fire bell was rung indicated the area of the borough in which the fire had broken out. The fire bell on the Church Street tower was salvaged from the ship *Acon* that was wrecked on Christmas Island.

In 1888 a shed to house the fire equipment was built behind Devonport school and another fire bell was installed at Melrose. When piped water from Lake Pupuke arrived in Devonport in 1894 hoses and other equipment were bought.⁹¹ In 1916, a Model T Ford was purchased to carry the firefighters and hoses and one or two permanent firemen were employed.⁹² In 1921, a site on the corner of Calliope Road and High Street was purchased for the construction of a new fire station, designed by architects Wade and Bartley. Four years later the first motorized fire truck, the Firefly, added greatly to the efficiency of the brigade.

⁹¹ *Beginnings*, Vol.1, p.14.

⁹² *Devonport Flagstaff*, 26 November 2010, p.17.

Devonport was incorporated into the North Shore Fire Board in 1948 with its headquarters in Killarney Street. In 1994 the fire station relocated to new premises in Lake Road and the Calliope Road building was converted into dwellings.⁹³



Fig. 41. Fire Tower on Windsor Reserve, c1890s. North Shore Libraries, D GPW 0011.

Places that represent this theme include:

Salvation Army Hall 1 Hastings Parade
Calliope Sea Scouts Hall King Edward Parade
Buffalo Hall / Court Victoria Hall 2 Lake Road
Devonport Museum Mt Cambria Reserve
Bayswater Kindergarten 1C Rosyth Avenue
Former Devonport Fire Station, corner Calliope Road and High Street 4-6 Calliope Road
Kerr Street Artspace, Mount Victoria
Balmain Park Public Lavatories, 1937
Walkways; Clarence Street, Glen Road, walkway to Stanley Bay Park
Victoria Road clock in berm to Victoria Rd / Albert St corner
All other Devonport Borough Jubilee clocks
Girl Guides Hut, former Takapuna Jockey Club changing room Allenby Avenue
Scout Den (adjacent to Girl Guides Hut) Allenby Avenue
Wakatere Yacht Club Starting Tower Old Lake Road
Girl Guide Club Rooms Stanley Bay Park

⁹³ 'Early fire engine slow off the mark', 'Ramblings with Rod', *Flagstaff*, 8 March 2001, p14.



Fig. 42. Devonport Fire Brigade, c.1917. Photographer: Harold Silvertson, North Shore Libraries PG_0024_0.

6.8 Remembering the Past and Preserving it for the Future

As part of the 1850 subdivision and sale of Crown land two acres of land on the northern slope of Mt Victoria were reserved for a cemetery. By 1882 it was becoming overcrowded and this led to public demand for its closure to non-Devonport residents. A new location was required, and the Devonport Roads Board and Waitemata County Council bought over 15 acres of Mr Hammond's land at Narrow Neck on Old Lake Road in 1884. However, it was found that under the Municipal Corporations Act it was illegal to use it as a cemetery. A committee was formed to find another piece of land and the most suitable was O'Neill's land at Bayswater, which extended from Bayswater Avenue to the Shoal Bay foreshore, but was outside the borough boundary. The Mt Victoria Cemetery was closed by gazette notice in 1890 and O'Neill's Point Cemetery opened that year. The Council held on to the Old Lake Road land until it was eventually subdivided into seventy-five sections in 1923.⁹⁴

Prominent figures from Devonport's past are remembered in the names of streets, among them: Ewen Alison Ave, Duders Avenue, Niccol Avenue, Mays Street and Patuone Avenue. The Watson Memorial clock erected in 1936 acknowledges the generosity of Alexander Richardson Dickey Watson, who left funds for the building of the seawall and the foundation of a Devonport Museum. The EW Alison clock, designed by Roy Lippincott for the foreshore near Victoria Wharf, is dated 17 October 1928, and commemorates Alison's 50 years of service to the Borough. More recent Devonport civil servants are also commemorated by plaques. Former Mayor Pat Sheehan (1973-1980) is remembered by a plaque on the cast iron fountain in the Windsor Reserve, and another Mayor, CF Woodall (1950-59), has a park in Narrow Neck named after him. Joe McDermott, the last town clerk, is remembered by a Mt Cambria lookout named for him.

⁹⁴ *Beginnings*, Vol. 2 p.5.

Events are also remembered. The landing of the Tainui canoe was marked in 1959 near Torpedo Bay. At Windsor Reserve, a plaque describes the history of the Naval Triangle, which was there for the first 50 years, and the original signal mast from Mt Victoria is on display. Nearby an amusing plaque announces that in 1987 'nothing happened on this site'.

The first women to vote in New Zealand in September 1893 are commemorated by a plaque on the wall of the library, formerly the site of the Municipal Chambers where they cast their votes.

The first war heroes to leave these shores from Devonport are remembered by the cast iron fountain on the corner of Victoria and Flagstaff Roads. They were John Peard, Percy Mays and Harold Franklin, who died in the South African Boer War. The war memorial with its soldier statue created by P Lynch outside Devonport Library remembers those who died in World Wars I and II, the Korean war and later conflicts. Those who died in the two World Wars are also remembered in the flower crosses at the base of the Norfolk pines that line the Lake Road Memorial Drive.

Residents of note in the literature and arts fields are remembered through plaques placed on the houses where they lived. There is an explanatory heritage walk guide, which is very popular with visitors and residents alike.

Devonport Borough Council was the first council to become a corporate member of the New Zealand Historic Places Trust in 1956. A Council programme to identify and register historic sites and buildings in the borough was initiated in 1974, and the North Shore District Plan contains many buildings listed for protection in Appendix IIA Schedule of Buildings, Objects and Places of Heritage Significance. Appendix IIB contains a Schedule of Archaeological Sites and Appendix 8C a Schedule of Notable Trees.

These Council initiatives are complemented by the Devonport Historical & Museum Society collections, including their vast photographic collection and oral histories, all of which are well used by homeowners and genealogists. Community groups such as Devonport Heritage also plays an important role in the identification and retention of Devonport's historic buildings and sites.

Devonport residents value objects of significance that link them with the past: the wooden bus shelters, the blue stone kerbing, the waterfront wall handrail and dry stone walls.

Places that represent this theme include:

Waterfront shell path King Edward Parade

King Edward Parade Commemorative Sea Wall, includes that part extending along the frontage of Queens Parade, including King Edward VII Coronation Memorial, Commemoration Stone of Peace in the South African War

Windsor Reserve fountain

St Francis de Sales' Catholic Church and Graveyard 2B Albert Road

St Paul's Presbyterian Church and Graveyard 100a Victoria Road

Tainui Landing Monument King Edward Parade

E.W. Alison Memorial Clock Marine Square

Execution Site near Mays Street King Edward Parade,

Plaque recording Boat Building Industry King Edward Parade

Watson Memorial Clock King Edward Parade

Lake Road (War) Memorial Drive, planting of Norfolk Pines (1952) and Pohutukawas (1954-55)

O'Neills Cemetery, Bayswater Avenue

Plaque to D'Urville of the Astrolabe Torpedo Bay

Devonport Pubic Graveyard Victoria Road

Windsor Reserve, Memorial to JP Mays and H Frankham
Windsor Reserve, 'Nothing Happened Here' plaque
Windsor Reserve, War Memorial

Takapuna

Theme 1 Land and People

1.1 Geology

The oldest parts of Takapuna are the high sandstone and mudstone cliffs facing the Rangitoto Channel, extending from Hauraki Road, at the south end of Takapuna Beach, to the north at Milford Beach and Castor Bay. These strata were laid down under the sea beginning 26 million years ago and the 'papa' rock, or the 'Waitemata Series', is typical of most of Auckland's shoreline. They continued to accumulate until some 12 million years ago when there was an uplift of the Waitemata seabed to form dry land. From Shoal Bay a broad plain ran north-east to Milford after the Waitemata sediments had been eroded. Over this peat and silts, the 'Whau Formation', was laid down a million years ago. Luxuriant kauri forest grew on this landform, producing the kauri gum so keenly sought by early gum diggers and farmers.

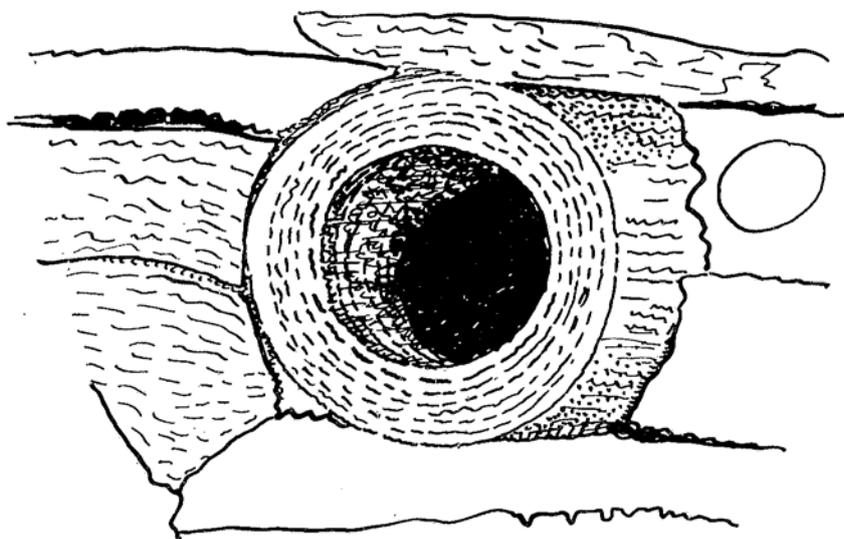


Fig. 1. A cast of a kauri tree formed by the basalt flow. Professor J.E. Morton, 'Takapuna's natural history', *Takapuna Jubilee 1913-1963*, Ross Sayers ed., Takapuna Borough Council, p. 115.

Kauri forest must have dominated central Takapuna 40,000 years ago when the volcanic eruptions began, creating first the Onepoto Basin and, shortly afterwards, the Tank Farm lagoon. These eruptions buried large kauri trees whose impressions were found when excavations were undertaken for the bridge approaches. The third eruption produced Lake Pupuke and the lava flows from it are now the black reefs on the coast. Tuff deposits from these eruptions covered the surrounding land with volcanic ash, which forms today's fertile soil of mid-Takapuna.

At Smale's Quarry the volcanic sequence can be seen. At the bottom are the vertical columns of basalt or bluestone standing in prisms with the joint planes that appeared as the lava cooled. Above this is a fine scoria produced by a shower of lapilli and then a lighter volcanic ash.

Along the coastline there are many places where impressions of large kauri, nikau and smaller shrubs form round pipes and tunnels. The northernmost edge of the lava flow is where the Wairau Creek runs over a waterfall and the basalt ends in the softer mudstone.¹

¹ *Takapuna Jubilee 1913-1973*, Ross Sayers ed., Takapuna, 1973, p.115.

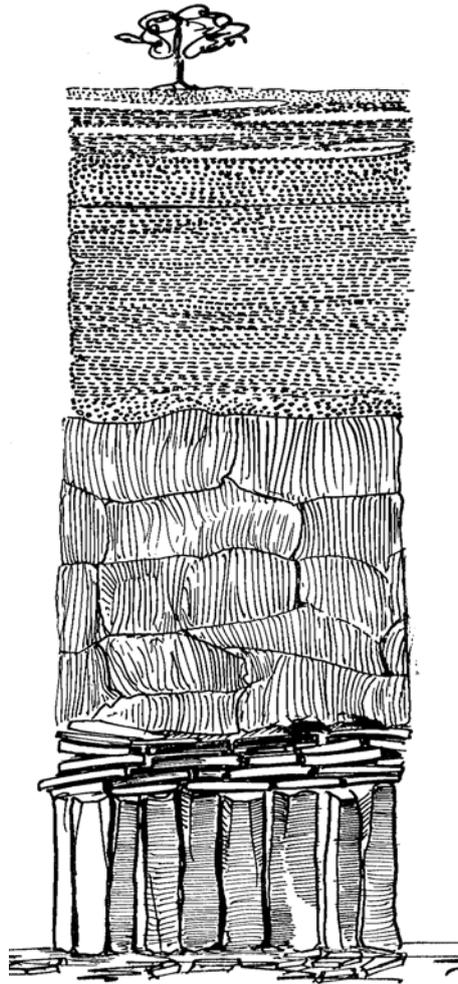


Fig. 2. Section through the volcanic formation at Smale's Quarry. Professor JE Morton, 'Takapuna's natural history', *Takapuna Jubilee 1913-1963*, Ross Sayers ed., Takapuna Borough Council, p. 116.

Places that represent this theme include:

The geological significance of the Lake Pupuke Explosion Crater and Tuff Ring, the Takapuna Reef fossil forest, the Tank Farm Explosion Crater and Tuff Ring (Te Kopua O Matakamokamo), and the North Shore Rowing Club Volcaniclastic Exposure (Smale's Quarry) are recognised in Appendix 8B of the District Plan, Schedule of Sites of Geological and Landform Significance, and these features are protected by appropriate plan rules.

In addition, Appendix 8F (District Plan text) and Appendix 6 (District Plan maps) contain a schedule and map of Significant Views from Public View Points and this includes views of the geological features listed above.

1.2 The People of the North Shore

Little evidence survives of permanent Maori occupation in the Takapuna area. The existence of many middens indicates that a transient population used the available natural resources. Lake Pupuke was a source of fresh water, food - for example, eels and mussels - and the flax growing on its banks was used for clothing and kete (baskets). There was an abundance of shellfish on the beaches and mudflats at Shoal Bay, and access to good fishing grounds. Some areas were suitable for gardening, although the heavy clays were not good for kumara.

One of the few Maori pa sites in the Takapuna area is Rahopara Pa at Castor Bay, now the Rahopara Historic Reserve. In its earliest form the pa sprawled over the entire headland and extended down to the gully, which runs down from the cliff edge to Castor Bay beach. An archaeological excavation was conducted in 1971 and hut sites, postholes, kumara and hangi pits were identified.² A later occupation of the pa was concentrated at the southern tip of the headland and the last occupants were Te Kawerau. The prominence of the adjoining area, now JF Kennedy Memorial Park, was later recognised during WWII and it became the site of the Castor Bay Battery and Camp with guns to protect the Auckland harbour from attack.

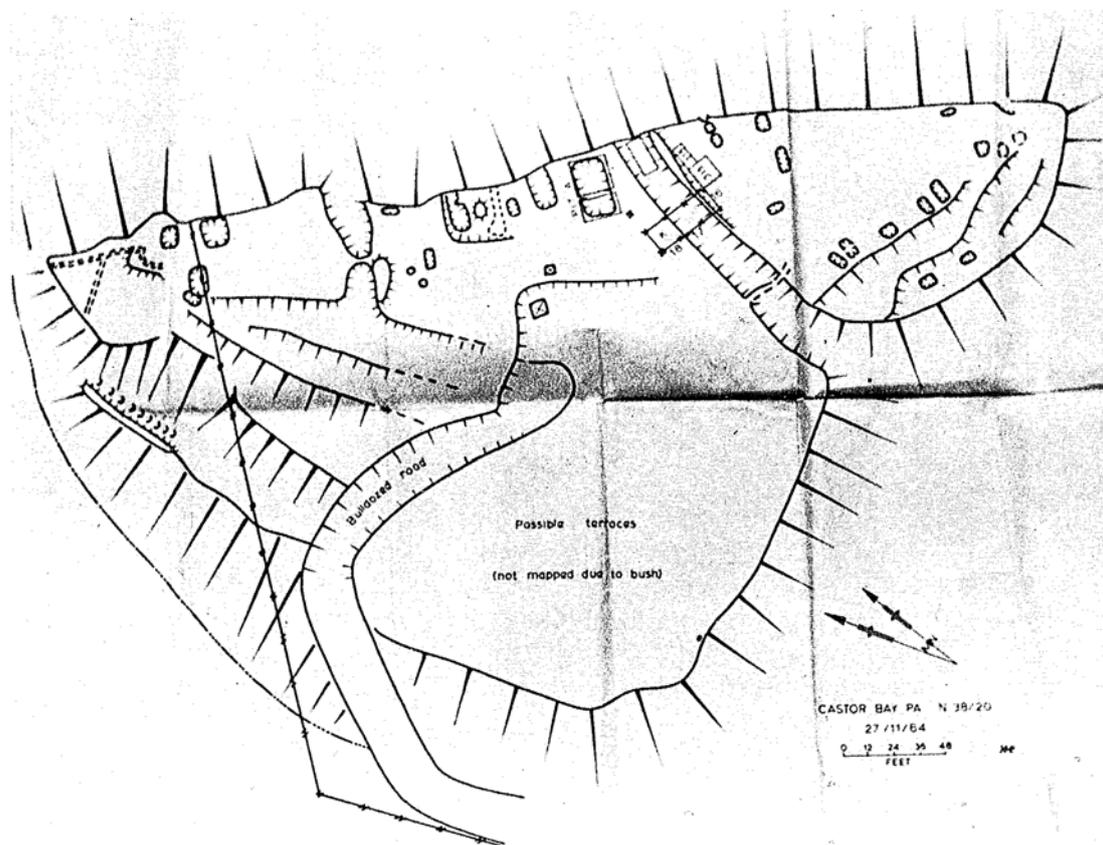


Fig. 3. A map of Rahopara Pa showing the sites of whare (houses) and kumara storage pits from *Takapuna People & Places*, Jean Bartlett ed., Takapuna City Council, 1989, p. 13.

In 1852, Eurera Maihi Patuone, an eminent Ngapuhi chief from Hokianga, received a Crown Grant of 110 acres, being Lots 29 to 32. This was in recognition of the influence he could exercise to protect Auckland's northern border from events unfolding in Northland. The kainga (compound) known as Waiwharariki stretched from Shoal Bay to Takapuna Beach. Patuone, his family and followers lived there until he died in 1872 and a few old Maori continued to live in the whare until the late 1890s. This land later became the Beacholm and Napier Estates.

Maori continued to live on the Catholic endowment around the Awataha site, a situation that was problematic. In 1916 a lessor of Catholic land charged two Maori with trespass. The men claimed that Awataha was an ancestral site and that the Mahurangi Purchase had not specifically included it. They also claimed a moral title as long-term residents. In 1920 Eruera Patariki (Patrick) petitioned Parliament to protect the urupa on the point at Awataha. In April 1924 the Patricks were granted a lifetime lease of

² RC Green, 'Investigations at Castor Bay Point Pa', *Takapuna: People and Places*, Jean Bartlett, ed., Auckland, 1989, p.14.

1.75 acres on Barry's Point on the eastern side below the site of the current Progressive Enterprises supermarket. As a result Chinese strawberry growers leasing the site were evicted.³

In 1942 the land at Awataha was taken by the Public Works Department to build fuel oil storage tanks for the US Navy. Maori were requested to remove their graves in secret for fear of causing upset. In preparation for the tanks a large amount of soil was removed and circular concrete bases built for the tanks. However, the following year, as the war in the Pacific moved away from New Zealand, the project was abandoned. The area became known as Tank Farm, even though the tanks were never built.⁴ North Shore Teacher's College was built on Tank Farm in 1966 and the facilities were taken over by ATI (now AUT) in 1981 for their Akoranga campus.⁵

The Awataha Marae was established in 1986 in Northcote as an urban marae, cultural and learning resource centre that caters for many iwi. The magnificent totem pole, Nuu-chah-nulth, was presented to the marae in 2003 by the Canadian Indians of Hesquith village on Vancouver Island as a symbol of unity between first nation peoples.⁶

Some relevant Maori place names are:

| | |
|----------------------|---|
| Awataha | The river flowing at the side |
| Ngamahanga | Twins or snares. Two rocks south of Takapuna Beach |
| Pa-tuna-rua | Two eel weirs, just south of Esmonde Road in the bay |
| Pupukemoana | Rising water. Lake Pupuke |
| Takapuna | The spring at the bottom of North Head. |
| Te puna wai a tene | "Tene's spring". A natural spring at Awataha / Shoal Bay, Catholic Native Reserve. Tene was the younger brother of Patuone. |
| Te Rao O Pero Peretu | "The fern tubers of Peretu". The headland at Milford Beach by the Wairau Creek. Peretu was the chief who lived at Narrow Neck in ancient times. |
| Te Urutapa | Burial place. Trees at north end of Takapuna Beach |
| Waikutu | Rush creek. South end of Takapuna Beach |
| Waiwharariki | A mat of water. Takapuna Beach ⁷ |

Pakeha settlement overlaid the earlier Maori landscape with a pattern of roads, building lots, houses, shops and other necessary facilities. The first settlers came in 1845 and took up the volcanic land from Barry's Point all round the lake. They were farmers from England and Scotland who introduced traditional farming methods. Early farms included that of Mr Poynton (where the North Shore Hospital now stands), while Mr O'Connor, another Irish farmer, farmed across the lake behind the pumping station. Mr Hurst (Hurstmere Road) farmed all the land on both sides of the road bearing his name, from the lake to sea. Scotsman, Alexander Mackay, farmed all the land on the Wairau side of Shakespeare Road.⁸

A large ti-tree covered area called 'The Run' stretched from the Strand to Hauraki corner. Here cows and cattle ran wild and it was not until 1895 that Messrs Blomfield and Geddes built the first two homes on the beach front.

Towards the end of the 19th century wealthy businessmen built houses as permanent residences or for holidays. These estates boasted beautiful gardens, orchards and racing stables. Servants were employed to maintain these labour intensive establishments. Parties, fetes, sporting contests and regattas were organised on both the lake and the beach.

³ David Verran, *The North Shore: an illustrated history*, Auckland, 2010, p. 25.

⁴ Verran, p.25.

⁵ Ibid, p.87.

⁶ Awataha Marae. Available at http://www.maraedirectory.com/index.php?/marae/awataha_marae/

⁷ *Takapuna Jubilee*, p.13.

⁸ J Mackay and JC Ross et al, 'Early Takapuna: 1840/50 to 1900', typescript, undated, p.10.

Takapuna remained sparsely populated, however, and as late as 1908, fewer than 20 houses could be seen looking south from Crown Hill, with the Lake Hotel and Mr Brett's house being outstanding landmarks.⁹



Fig. 4. Alexander Mackay's Home, 1888. North Shore Libraries, T0149.

It was the steam tram service established in 1910 by the Takapuna Tramways and Ferry Company that opened up the land from O'Neill's Point to Hauraki Corner and around the lake. This brought people who worked in the city and then shops to service them. The modest homes built in the subdivisions at this time attest to a growing working class population. As business and industry grew, people engaged in a range of trades and professions were attracted to Takapuna.

European Names associated with Takapuna include:

| | |
|-----------|---|
| Brett | after Henry Brett, owner of the Auckland Star |
| Earnoch | after John Robertson's estate (He came from Earnock, Larnarkshire) |
| Ewen | after Ewen William Alison, Lochaber estate, first Mayor of Takapuna Borough |
| Hurstmere | after William J Hurst, Mayor of Auckland 1876-77 |
| O'Neill | after Allen O'Neill, who with Dr John Logan Campbell first surveyed Takapuna for the Government in 1841 |
| Thorne | after William Thorne, barrister and solicitor, who owned land at Minnehaha Ave. |

Serving the growing population, Chinese vegetable and strawberry growers leased Catholic endowment land around the Barry's Point area before the early 1920s. Some were also produce vendors, selling either door to door or from shops. Wong Mor had a shop at Jutland Road in 1931 and Jung Chong is recorded as having a fruit and vegetable store on the west side of Lake Road between Byron Ave and

⁹ 'Early Takapuna: 1840/50 to 1900', p.12.

Northcroft Street in 1941.¹⁰ Recent immigration has seen an increase in the numbers of Chinese and other Asian residents who have established their own organisations and churches. There has never been a large Polynesian population in the area.

Places that represent this theme include:

Appendix 11B contains a Schedule of Archaeological sites, 20 of which are in the Takapuna Ward and identified numerically by their New Zealand Archaeological Association (NZAA) Site Record number:

- 13 Pa (Headland) Beach Road Milford
- 21 Pa (Headland) Rahopara
- 253 Midden (Shell) Rahopara Bluff Castor Bay
- 131 Burial Ground / Midden (Shell), Cecil Road Takapuna
- 261 Fireplace (Gumdigger)/ Hut Site (Historic) Centennial Park, Takapuna
- 384 Midden (Shell) / Hangi Stones / Post Holes, Kitchener Road opposite Ocean View Road intersection
- 700 Midden (Shell and Bone) / Burial, Audrey Road Takapuna
- 718 Midden (Shell) edge of Lake Pupuke / Fenwick Avenue
- 719 Midden (Shell), edge of Lake Pupuke / Dodson Avenue
- 913 Findspot (Adzes), by Herbert Street Takapuna
- 914 Ditch and Bank (European) (Historic) / Midden (Shell), end of Jutland Road Takapuna
- 922 Midden (Shell) Herbert Street Takapuna
- 923 Middens (Shell) Marsden Street Takapuna
- 963 Middens (Shell) St Leonards Beach Takapuna
- 964 Middens (Shell) Winscombe Street Takapuna
- 965 Middens (Shell) St Leonards Beach Takapuna
- 966 Middens (Shell) end of Winscombe Street Takapuna
- 972 Terrace, Killarney Park, edge of Lake Pupuke
- 1256 Middens (Shell) by George Gair Lookout, St Leonards Beach
- 1304 Terraces / Midden (Shell), Hangi Stones, Clifton Road north of Lake Road intersection
- Kennedy Park Cliffs Pillbox
- Kennedy Park Gun Emplacements and Tunnel System
- Castor Bay Battery and Camp (NZHPT Category II Reg No 7265)



Fig. 5. 16 Byron Ave in 1914. North Shore Libraries, T1517.

¹⁰ Verran, p.61.

Theme 2 Infrastructure

2.1 Transport

Until the opening of the Harbour Bridge in 1959, transport by ferry to Bayswater and Devonport was the only way to cross the harbour. The early Takapuna ferries ran from Barry's Point. However the shallow mudflats of Shoal Bay prevented landings there at low water. Ferries and roads were essential to development of the area and a lack of public transport impeded early land development. Some residential blocks were advertised for sale in the 1860s but it would be many years before they were built upon. The introduction in 1910 of the steam tram, which connected with the Bayswater ferries and ran from the wharf there to Takapuna, provided reliable and affordable public transport and this led to a rapid increase in population and suburban development.

Another early public transport hub was Smale's Farm, where from the late 1890s a horse drawn coach service was based at the corner of Shakespeare and Taharoto Roads, known as Smale's Corner. Later the steam tram service, which encircled the lake, erected a shelter and stop at this point, and subsequent bus services also used this location. In the mid 1950s much of the Smale's Farm land was taken for the motorway approaches. Today Smale's Farm Station, which opened in November 2005 as part of the Northern Busway, stands where horses and cows once grazed.¹¹

2.1.1 Water Transport

Whale boats with sails and oars, either privately owned or publicly operated, ran from Shoal Bay as 'Takapuna Ferries' from the 1840s until the 1870s. In 1854 tenders were called for a waterman's ferry service from Auckland to Barry's Point at Shoal Bay.¹² What was in place for landing is not known, but in March 1857 tenders were accepted for two jetties in Shoal Bay, a wooden jetty at Heath's Beach (Northcote) and a stone jetty at Barry's Point.

Transport to Auckland from Takapuna was essential and obviously quite profitable. In 1862 Daniel O'Connor's tender was accepted to run a ferry service once each way on every Saturday and Tuesday. Messrs O'Connor and Nicholson ran the service, but they quarrelled after a few years and Nicholson began his own ferry in opposition. Protestant residents patronised Nicholson's boat while the Catholics went with O'Connor.

The Thames gold rush in the late 1860s drew many men away from the area, thus depleting the regular Takapuna-Auckland passengers from Shoal Bay (Barry's Point) so that the ferries were discontinued in 1873. People then walked to Devonport or Bayswater to take the ferry.¹³

At the end of the 1890s excursions by the Devonport Steam Ferry Company to Takapuna beach became popular and the company built a landing stage on the rocks with railway-iron piles. The landing could only be used at half tide, so the Harbour Board was persuaded to build a wharf. When the steam tram arrived in 1910 these trips ceased.¹⁴ Takapuna wharf was never used for a regular ferry service due to the longer trip around North Head and its exposed position.

Scows were also used for delivering various cargoes to Takapuna. Coal for the Lake Pupuke water pumping station and other cargo such as building materials was brought by scows to Takapuna beach at high tide. Coal for the pumphouse was then loaded onto drays and pulled by horses over the hill to the pumphouse.¹⁵ When the vehicular ferry, *Goshawk*, began service in 1909 at Devonport, trucks took over cargo transport. From 1926 until the advent of the Auckland Harbour Bridge in 1959, the Devonport

¹¹ 'Smale's Farm - A transport hub since 1898'. Available at http://www.smalesfarm.co.nz/files/docs/sf%20transport%20story_online%20version.pdf

¹² 'Early Takapuna', p.14.

¹³ *Takapuna Jubilee*, p. 94.

¹⁴ 'Early Takapuna', p. 8.

¹⁵ *Takapuna Jubilee*, p. 82.

Steam Ferry Company expanded its operations to cater for both passengers and vehicles from the North Shore.

Places that represent this theme include:

Barry's Point jetty site

Takapuna wharf site

2.1.2. Trams

September 1886 saw the official opening of the Devonport and Lake Tramways Company with ambitious plans to provide Takapuna and Devonport with public transport. The proposed route for the horse tram service went along the now formed Lake Road to Hall's Corner, along Hurstmere Road as far as the Promenade and around the west side of the lake. Unfortunately the enterprise failed before rails were laid further than Cheltenham.

In 1909 the Takapuna Tramways and Ferry Company Ltd. was formed to operate a ferry and steam tramway from Auckland to Takapuna via Bayswater. The tram route ran along King Edward Parade (now Bayswater Avenue) then turned northward along Lake Road to Hall's Corner, where the track divided to encircle Lake Pupuke. This service began on 22 December 1910 and proved very popular.

The trip from Bayswater to Milford took about 30 minutes. Stops were about a quarter mile apart, with repair shops and barns at the Bayswater Wharf and at Takapuna.¹⁶



Fig. 6. Tram Barns Takapuna, 1910. North Shore Libraries, TO269.

Takapuna and Milford were served, and united, by the steam tram. People could now easily commute to work in Auckland, the tram running hourly and more frequently at rush hour. Practically the whole of the working and secondary school population used the ferry to the city.¹⁷

¹⁶ *Takapuna Jubilee*, p.106.

¹⁷ *Ibid*, p. 82.

The Takapuna Tramways and Ferry Company was anxious to maintain its monopoly on public transport from Belmont to Hall's Corner and around the lake, and used its influence to push a Bill through Parliament under the newly passed Licensing Act. This prevented buses operating from Belmont northwards on roads then maintained by the company.

Thus the operations of the Takapuna Bus Company, which had been formed in 1904 to run from Takapuna to Devonport, were restricted to the southern portion of the peninsula. When Milford residents complained about the reduction of the steam tram service, EW Alison imported six Hudson Super Six limousines to run a public car service from Milford to Devonport. They were not buses and thus were not restricted by the Licensing Act. This, coupled with the Depression, saw the demise of the Tramways and Ferry Company, which was bought out by Alison's Devonport Steam Ferry Co. The steam trams were discontinued and the tram barns at Takapuna were used by the bus company until they were demolished in 1964 to become the Takapuna carpark. A plaque commemorating the tram barns is in the Rose Garden on the corner of Anzac and Lake Road.

Places that represent this theme include:

None identified.

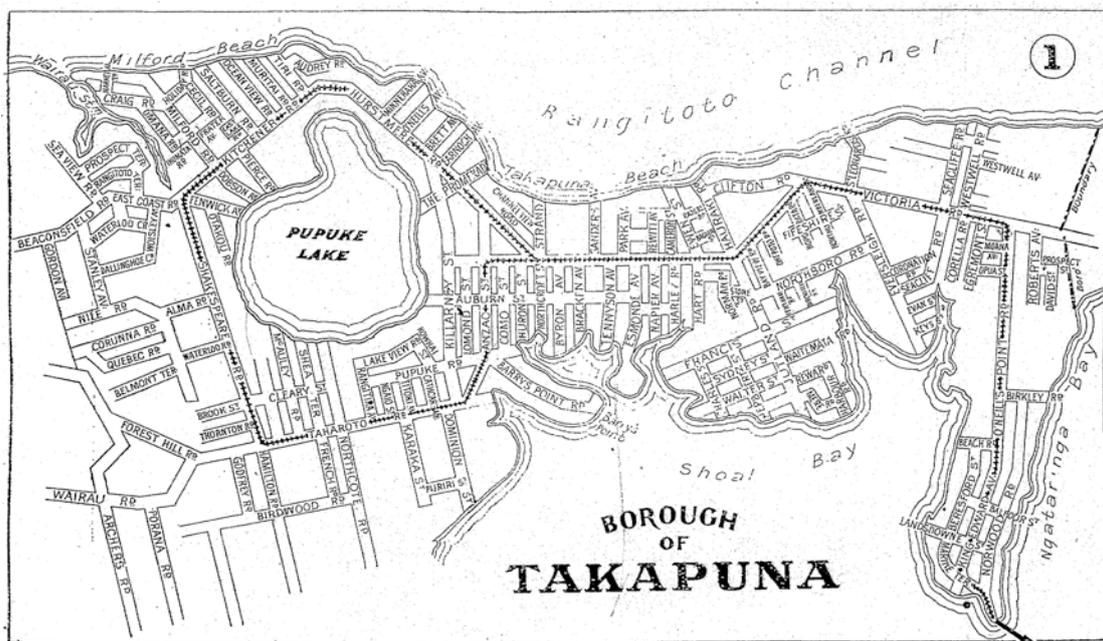


Fig. 7. Borough of Takapuna in 1927, showing steam tram route. Sir George Grey Collection, Auckland Public Libraries.



Fig. 8. Steam Tram at Kitchener Road, 1920s. North Shore Libraries, TO134.

2.1.3 Buses

The mail coach from Devonport to Albany, Dairy Flat and the Wade began in the 1880s and ran through Takapuna three times a week. The roads were little more than clay tracks, and in wet weather it was difficult to keep to the timetable, even with two teams of horses. The service became so unreliable that when a coastal steamer service from Auckland to Albany and Warkworth began, the mail contract was transferred to the steamers.¹⁸

Wealthier residents of Takapuna and Milford drove their horse drawn buggies to connect with the Devonport ferries. The horses and buggies were left at stables in Devonport, and were collected by their owners on their return. A daily stable fee of 1s 6d, which included a meal of chaff, was charged.

In 1898 Paterson & Co. began a horse drawn coach service from Bayswater Wharf, through Takapuna and around the lake. The two-horse coach could take six passengers and the service ran between 7am and 7pm each day except Sundays. The route came up King Edward (Bayswater) Avenue, turned into Lake Road and then to Hall's Corner, along Hurstmere Road and into Shakespeare Road. The stables were situated at Smale's Farm, where horses were changed before the return trip around the Lake and back to Hall's Corner and Bayswater.¹⁹

Horsepower gradually gave way to the combustion engine and in 1904 the Takapuna Motor Bus Company was formed to run buses from Takapuna to the Devonport ferry wharf. The Takapuna service was short lived as in 1910 the Takapuna Tramways & Ferry Company won exclusive licence for steam tram transport between Belmont and Takapuna.

The North Shore Transport Company was formed in 1927 by Ewen Alison to run both the buses and ferries.²⁰ It was a successful enterprise introducing new feeder routes from the northern bays. It was sold in 1972 and passed into Auckland Regional Authority control.

Places that represent this theme include:

Timber bus shelters: Hurstmere Road by Brett Avenue intersection and near the Clifton Road intersection.

¹⁸ *Takapuna Jubilee*, p. 94.

¹⁹ 'Smale's Farm – A transport hub since 1898'. Available at

http://www.smalesfarm.co.nz/files/docs/sf%20transport%20story_online%20version.pdf

²⁰ *Takapuna Jubilee*, p.75.

2.2 Roads

Road building started early and District Road Boards were set up in 1848 for the express purpose of forming and maintaining roads. The clay soil along the ridges on which the roads were formed was almost impassable in winter when wheels and horse hooves made deep ruts. Scoria and metal was only available from Devonport, and unfortunately the drays' heavy wheels caused even more damage when delivering it to the site.

By the 1890s Lake Road (including Old Lake Road) to Takapuna was well formed – though still muddy. With the laying of the tracks for the steam tram in 1909, Lake Road and those roads around Lake Pupuke became the responsibility of the Takapuna Ferry and Tramway Company and were greatly improved. The company was responsible for the maintenance of both the rails and the road.

In 1924 Takapuna's first concrete road was formed from Milford to Bayswater using 'relief labour'.²¹ Concrete roads were thought to be long lasting but problems with differential settlement, cracking and difficulties in providing services underneath has meant that most of them were eventually removed and replaced with bitumen.

At the turn of the 20th century private cars were becoming popular and a traffic inspector, WCF Wheeler, was appointed to prosecute speedsters. He was known for his rather pompous, officiating manner. It is told that he had peepholes drilled in the Clifton Road bus shelter to spy on errant drivers.²² Car ownership increased when the roads improved and the introduction, in 1911, of the vehicular ferry service from Devonport gave easier access to the city. Routes from outlying areas were developed to make Takapuna the centre of the North Shore, while Devonport remained the link to the city via the ferry.



Fig. 9. Road in front to Geo. Dudding's Store, Hauraki Road, c.1915. North Shore Libraries, TO341.

²¹ *Takapuna, People & Places*, p. 117.

²² *Takapuna Jubilee*, p. 82.



Fig. 10. Concrete road building, 1924. North Shore Libraries, TO264.

As road transport increased, a harbour crossing became imperative and the harbour bridge, which had been discussed for 30 or more years, finally opened in May 1959. However, the Harbour Bridge planners had underestimated the popularity of private transport, which increased so rapidly that it was estimated in 1963 that the bridge would reach capacity by 1970. The solution to this congestion was the construction of two outer lanes either side of the main structure, popularly referred to as 'Nippon clip-ons', which opened in 1969.

The Harbour Bridge was a boon for the North Shore, and the pattern of daily living was greatly improved. It was anticipated as early as 1963 that the increase in traffic would cause congestion, and traffic planning with the Auckland authorities was essential. The North Shore was mainly a residential area, with a growing network of commercial centres, and it was imperative to get the commuter to work or business by fast and reliable bus transport. It was feared however that lowering or abolishing the toll to use the harbour bridge would induce more people to take a private car, thus making the bus company unviable.²³ The tolls were, however, removed in 1984.

Before the advent of the Bridge the various boroughs were linked with arterial roads which drew commuter traffic to the Devonport ferries, but following the completion of the Bridge and the construction of the northern motorway in sections, this fast and efficient transport corridor opened the North Shore to suburban development and provided commuter access to the City.

Residentially, Takapuna developed rapidly, and the commercial centre and industrial area in Barry's Point Road and the Wairau Valley expanded considerably with this population growth. Harbour Bridge congestion continued to rise and in February 2008 the Northern Busway was opened. This currently provides a dedicated bus lane alongside the motorway, linked into five new 'stations' at Albany, Constellation, Sunnynook, Smale's Farm and Akoranga, which are in turn linked to local bus services.

Places that represent this theme include:

None identified.

2.3 Communication

²³ John Lynne, 'Transport on the Shore', *North Shore Expands*, DF Manley ed., Auckland, 1963, p. 59.

The post-Harbour Bridge expansion of the North Shore made demands upon local infrastructure and public services. The Council was responsible, with central government, for co-ordinating the planning and provision of public amenities, utilities and services. A manifold increase in the demand for roads, gas and electric power, telephone, water and sanitation occurred.²⁴

Takapuna's first post office was in David Robertson's general store at Barry's Point, thought to have been at the corner of Anzac Street (then Katrine Street) and Pupuke Road.²⁵ Postmasters were Mr Patrick, Miss Kelly and Mrs Dakin. As the settlement developed towards the sea, the buildings were moved to the corner of Anzac Street and Hurstmere Road around 1880.²⁶ By this time Takapuna had acquired its own mail service, mail being conveyed 3 times a week each way by the Devonport-Waiwera Coach.

Delivery to homes began in 1907, and increased settlement resulting from the steam tram service in 1910 created a need for more post offices. A part-time post office opened in Milford in 1913, but did not operate full time until 1946. At Hauraki Corner a post office was opened in 1915, possibly in George Dudding's store.

The first purpose-built post office was opened on the corner of Hurstmere Road and Earnoch Avenue in 1914. This later became known as Takapuna North post office when the new Hall's Corner post office, built in 1964, was named Takapuna South. This latter structure was designed by GF Dawson of the Government Architect's Division.²⁷

In 1987 New Zealand Post Office was split into three separate state-owned enterprises – New Zealand Post Ltd., Telecom Corporation of New Zealand Ltd and Postbank Ltd. Postal service agencies replaced post offices as franchises in dairies and other shops and former post offices were sold, often for other commercial uses. Deregulation of the telecommunications industry has seen a number of other 'telcos' enter the New Zealand market and in 1999 Telstra Clear built its corporate headquarters at the Smale's Farm Technology Office Park.

In 1882 an underwater telegraph cable was laid from Auckland City to Northcote Point to serve the areas of the North Shore.²⁸ The first telephone bureau began in January 1891 in the post office on the corner of Hurstmere Road and Katrine (Anzac) Street. However, it wasn't until July 1908 that a proper telephone exchange was opened at Takapuna with 12 subscribers, the first being Sir Henry Brett. The Takapuna Automatic Telephone Exchange was constructed behind the Hurstmere Road Post Office between 1920 and 1922 to the design of John Campbell, Government Architect. A larger exchange, serving 3000 lines, was opened here in June 1955.

Places that represent this theme include:

Former Post Office and outbuildings, 187a Hurstmere Road, corner Earnoch Avenue
Takapuna Automatic Telephone Exchange, 1 Earnoch Avenue

2.4 Utilities

2.4.1 Water Supply

Water supply came from wells and roof collection during the early days of the sparsely populated area. A municipal supply from Lake Pupuke was first suggested by the Devonport Borough Council in 1887, but it wasn't until 1894 that the water pumping station began. Water was pumped to Devonport and stored in a reservoir on Mt Victoria. Takapuna residents benefited from this as a ¾ inch pipe was laid to all permanent residences in the area. By 1926 metering was introduced all over the North Shore.

²⁴ Ibid, p.28.

²⁵ 'Early Takapuna', p.6

²⁶ Ibid, p. 8.

²⁷ *Takapuna, People & Places*, p.150.

²⁸ Verran, p. 151.

After a decade it became evident that a more sophisticated plant was required. In 1905, a four-acre block was purchased from Mr Shakespeare on the eastern shore of the lake. A new brick pumphouse designed by H Metcalfe was built by Mays and Gordon. The machinery was provided by J Chambers and Son.

Water was taken from Lake Pupuke not only to supply Devonport and Takapuna but also the growing areas of Birkenhead and Northcote. The lake was not able to refill from local run-off, and with the influx of holidaymakers in the summer it was reduced to dangerous levels. The Waikato Water Company offered to pump water from the Waikato River while Auckland City offered water from Western Springs in an underwater pipe. This latter proposal was accepted.²⁹ The pumping machinery was removed in 1931, and in 1933 the water purification plant was installed and water from Wairau Valley investigated to augment the supply.³⁰

In 1941 the Pumphouse closed. The pumphouse building was abandoned and by the 1960s it was in a dilapidated state. Fund-raising began in 1968 to convert it into a theatre and gallery to the design of architect Harry Turbott. The first performance in the appropriately named Pumphouse Theatre, was held in 1977, and the theatre, along with the outdoor arena serves as an entertainment venue to the present day. Since 1941 water has been pumped to Takapuna from reservoirs in the Waitakere Ranges through Birkenhead.³¹

Places that represent this theme include:

Pumphouse, 37 Killarney Street

Pumphouse residence, 26 Killarney Street

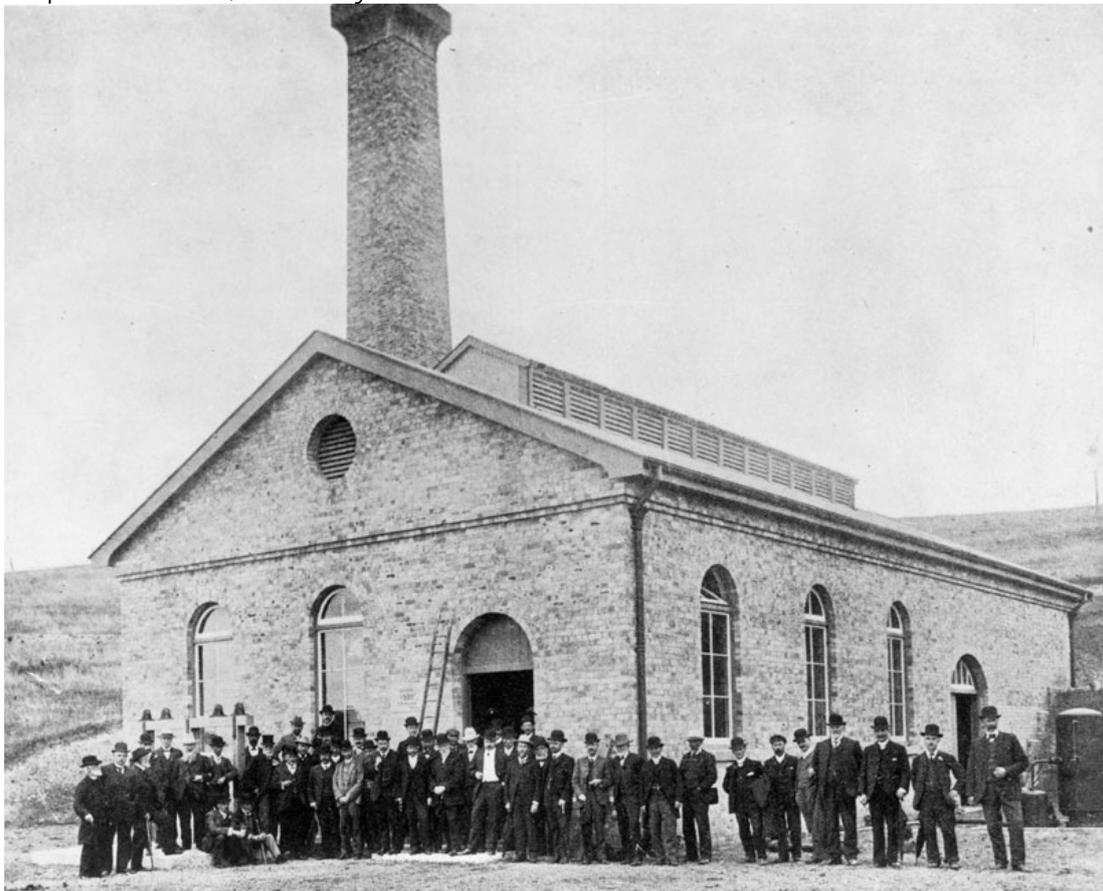


Fig. 11. Pumphouse opening in 1906. North Shore Libraries, TO839.

²⁹ Ibid, p. 132.

³⁰ *Takapuna Jubilee*, p. 63.

³¹ Paul Titchener, 'Water turned on in 1894', *Beginnings: a history of the North Shore in Auckland*, Auckland, 1980, Vol. 4, p.31.

2.4.2 Drainage

Night soil collection, septic tanks and direct discharge into the Rangitoto Channel still operated in Takapuna until 1926.³² Despite much debate about discharge of waste directly into the sea, the sewage outfall at Black Rock, Milford was installed in mid-1920s.³³ In 1931 the Auckland and Suburban Drainage Board proposed that a treatment plant for the North Shore be built north of Castor Bay, along with the one for Auckland at Brown's Island. Considerable opposition and debate about this scheme delayed any action and eventually it was dropped.

The 1949 Local Government Commission recommended a single metropolitan water, sewage and drainage board for Auckland. The Devonport and Takapuna boroughs resisted incorporation into the Drainage Board District, and together with the Birkenhead and Northcote Boroughs and the Waitemata County Council, formed the North Shore Drainage Board in 1951.³⁴ After many years of deliberation, the Board approved a scheme in 1957 and the Treatment Plant at Rosedale Road, Albany was officially opened in September 1962.³⁵

Places that represent this theme include:

None identified.

2.4.3 Power

The first proposal to bring electricity to Takapuna was made in 1909 when the Takapuna Tramways and Ferry Company planned electric trams on their route. The idea was dropped when the authorities made the use of electricity conditional on the company providing electricity to all private dwellings at cost price.

Takapuna and Devonport Borough Councils formed the Waitemata Electric Power Board in November 1924. Electricity was drawn from the public works supply at Hora Hora and ultimately from Arapuni.³⁶ The Waitemata Electric Power Board had an office in Taharoto Road, which was later substantially remodelled for the Waitemata Health Board.

The Auckland Gas Company built its Takapuna office on the corner of Lake Road and Northcroft Street in 1925. The building was remodelled in 1953 and it is currently occupied by the National Bank.

Places that represent this theme include:

Waitemata Health Board, 44 Taharoto Road (Nyll Coleman Gibson and Associates, 1964)

³² Titchener, *Beginnings*, p. 14.

³³ *Takapuna, People & Places*, p. 84.

³⁴ History of Wastewater Treatment in North Shore City NSCC, available at <http://www.northshorecity.govt.nz/Services/WaterServices/Wastewater>

³⁵ *Takapuna Jubilee*, p. 73.

³⁶ Titchener, *Beginnings*, Vol. 1, p. 43.

Theme 3 Building the City

3.1 Subdivision of Land

Takapuna was first surveyed in 1843 by Allan O'Neill and John Logan Campbell. All the main arterial roads were laid out, and land cut up in areas suitable for farming. The wide belt of fertile volcanic soil around Lake Pupuke was advertised at a price of £2 per acre but proved so popular that they sold for £12 and £20 at auction in 1844-45. Land to the west of Wairau creek and the East Coast Bays was gum country and it took a lot of hard work to turn it into farms.³⁷

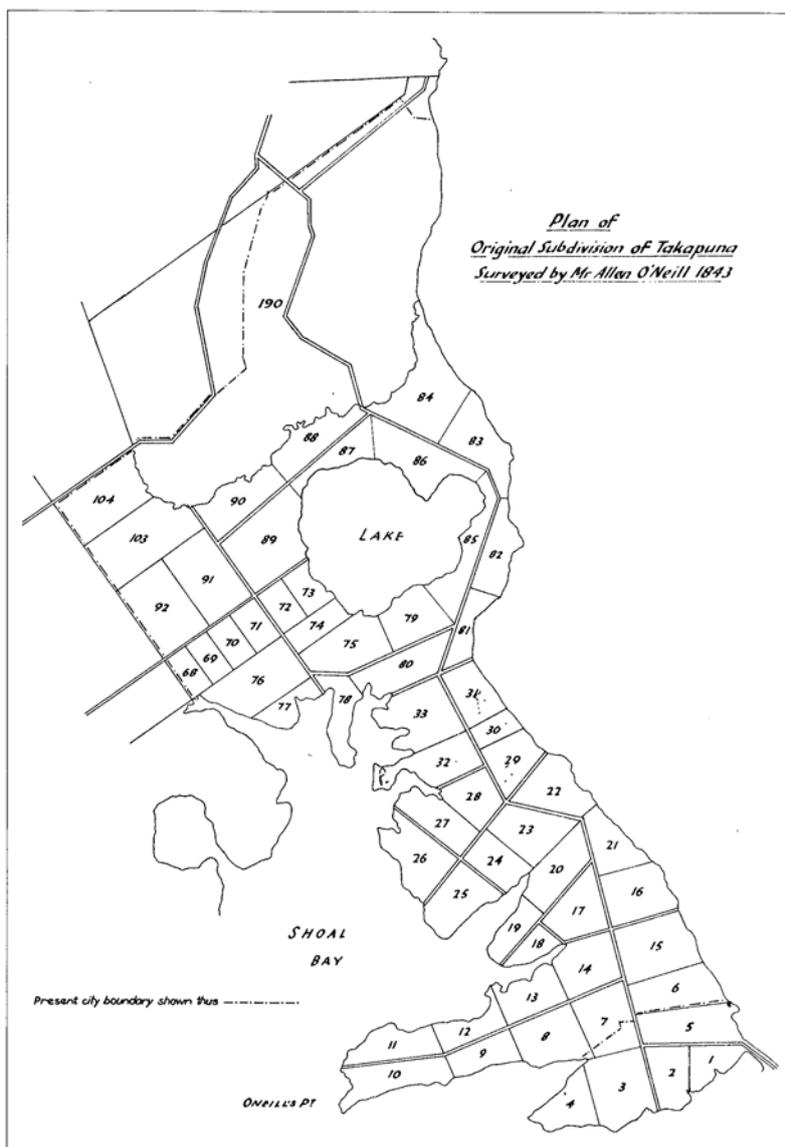


Fig. 12. Map of the original subdivision of Takapuna by Allen O'Neill and John Logan Campbell, 1841, from *Takapuna Jubilee 1913-1973*, Takapuna City Council, 1973, p.22.

Land investors speculated and encouraged sales based on the proximity to Auckland City, but had not realised that the lack of transport would hamper development. A block between Jutland Road and Shoal Bay (called Laketown) was subdivided for residential blocks in 1865. Beautiful sea views and access from

³⁷ *Early Takapuna*, p. 2.

the sea by jetty were advertised – but all was lost when it was realised that it was impossible to land at any time other than high tide. Another disappointed buyer was Logan Campbell. He bought Lot 190 of over 1000 acres, speculating that coal could be found there. However, when this proved not to be so, his lot was subdivided for farms.

A better investment was made by entrepreneur Michael Woods. He advertised the auction of villa sites in 'Takapuna Village' by ferrying nearly 1000 pleasure seekers to a special sports day held at 'Lake Takapuna' in late January 1863. Whaleboat races were held on the lake, horse races on the beach, music and Maori dances entertained the crowd.³⁸ The lakeside sections were taken up by Auckland businessmen who built magnificent houses with park-like grounds including orchards as well as boating and bathing sheds on the lake.

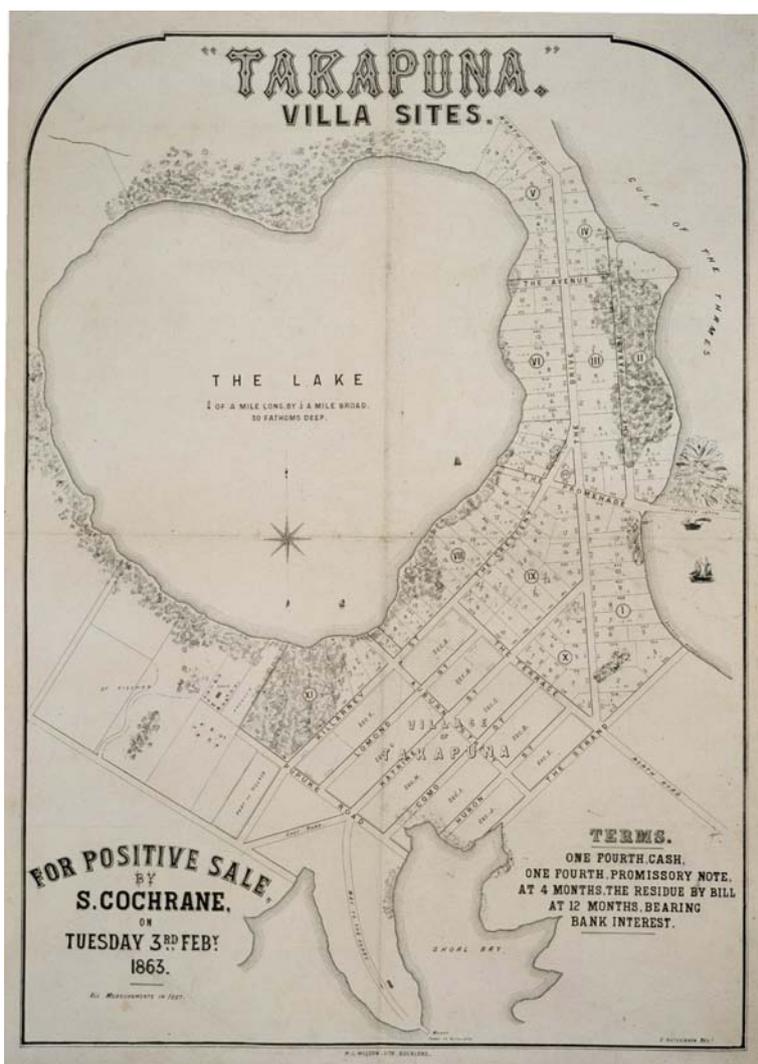


Fig. 13. 'Takapuna Villa Sites', 1863. Sir George Grey Special Collections, Auckland Public Libraries, NZ Map 4496-16.

The land was cut up in areas according to position and suitability, mostly in 40, 60 and 80-acre farm blocks. Thomas Poynton took Lot 89, which is today's North Shore Hospital site; his daughter married Michael Shea and the farm was known by that name for many years. Poynton also bought Lot 104. Lot 91 of 60 acres was first bought by James Kelly who sold to William Nicholson. Lots 82, 83, 85 and 86 were owned by William Hurst, on both sides of the road from Earnoch Avenue to Sheriff's Hill.

³⁸ Matthews & Matthews Architects, *Takapuna Central Area Heritage Overview*, Takapuna, 2007, p.16.

Stretching around the lakeside from Shakespeare Road to Killarney Street, were three 60-acre farms. From there, around the lake and back to Shea's farm were mostly 5-acre farmlets, all fronting the main road and lakeside. These settlers were farmers from England, Scotland and Ireland who spent many years developing their properties, and a number of these farms remained until the 1920s. Later as further settlers arrived land was taken up and farmed from Old Lake Road to Takapuna, and on the west side of the Wairau Creek.

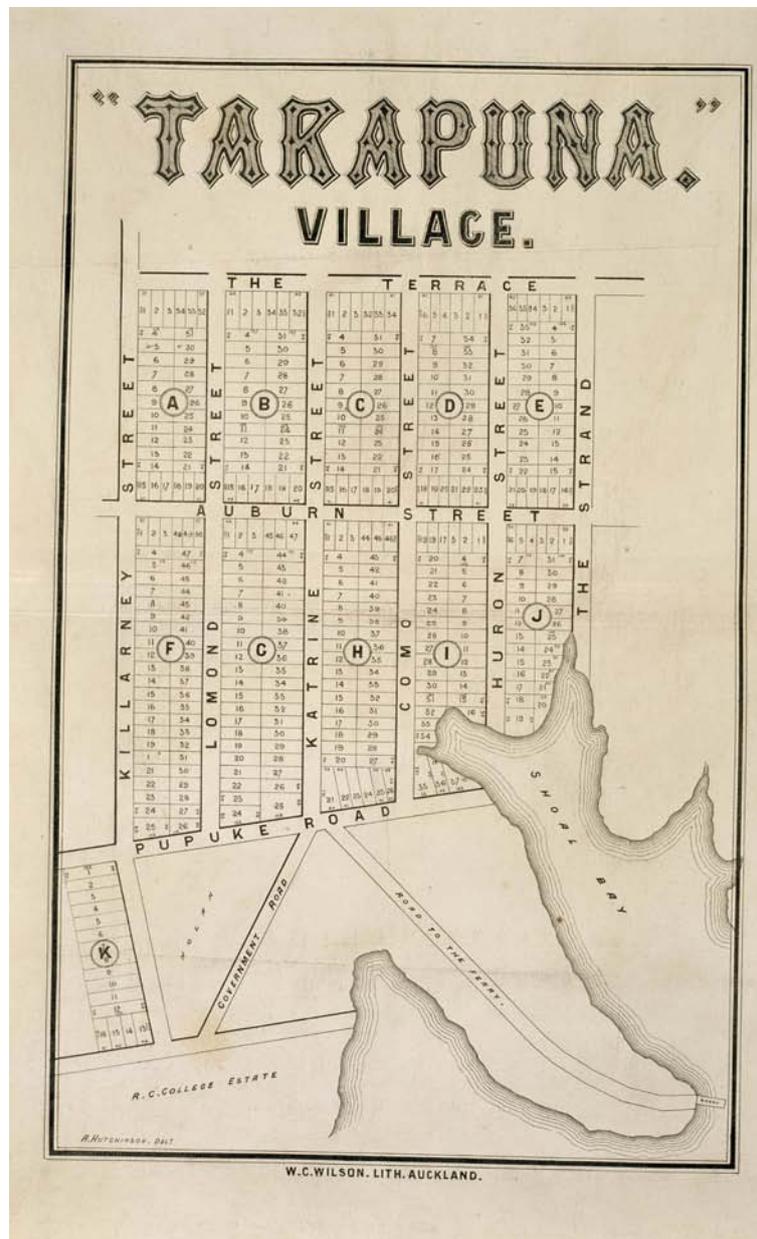


Fig. 14. 'Takapuna Village'. Sir George Grey Special Collections, Auckland Public Libraries, NZ Map 4496-17.

The bays were mostly named after the families who farmed them, often changing with change of ownership. Campbell's Bay (Waipapa – water worn stones) was bought by Alexander Mackay from Logan Campbell in 1850 and was farmed by his brother Donald MacKay until 1882. Robert Johnston stayed for the next fifteen years, and the bay was then known as Johnston's Bay. Duncan Campbell then bought it and the name reverted to Campbell's Bay. In 1913 it was bought by a syndicate and subdivided for sections following the steam tram service that reached the bottom of Crown Hill. Castor

Bay, until relatively recently known as Castor Oil Bay, was so named because of the entire hillsides of castor oil plants planted by an early settler hoping to sell the oil commercially.³⁹ Takapuna was predominantly a fertile farming area until the steam tram provided transport to the city in 1910. Farms along the route were then subdivided, land sales boomed and the population increased. When the unimproved rating system was introduced in 1927, farming rates rose to the extent that farming was no longer profitable.⁴⁰ Large farms were subdivided as the demand for house lots grew and subdivisions were given appropriate titles, befitting their location such as Lakelands, Lake View Estate and the Shakespeare Estate



Fig. 15. 'Lakelands' – the Eye of Takapuna - Harley Road, Napier Avenue and Esmonde Road, 1910. North Shore Libraries, TO790.

³⁹ 'Early Takapuna', pp.17 and 102.

⁴⁰ *Takapuna Jubilee*, p. 21.

The other says that Edwin Harrow built his house named Milford on the sand dunes at the Wairau Estuary against advice, and that it was washed away in a storm the following year. He then went on to build the Lake Hotel at Lake Pupuke.⁴²

Places that represent this theme include:

The subdivision of land is implicit in all of the following themes and subthemes.

3.2 Commercial Architecture

Very little remains of the Victorian architecture that once graced the lake and beach side hotels of the late 19th century. Gone is the beautifully turreted and verandaed Lake Hotel overlooking Lake Pupuke on the site of today's Aquatic Centre. This very popular holiday destination and drinking establishment burnt down in 1909.

Following the tradition of grand houses built around the lake or facing the sea, the Mon Desir Hotel began as a beachside villa, Rose Cottage, built in 1906 by Paul Hansen, managing director of the Auckland Electric Tramway Company. In 1909 it passed to JA Raynes who saw an opportunity to take up the Lake Hotel licence following the destruction of those premises, and transfer it to the Mon Desir. The building was extended throughout the first half of the 20th century to become a very fashionable resort. A complete refurbishment in the mid-1960s left little of the original villa. In 1996 it was demolished and replaced by the Mon Desir Apartments built by property developer Ted Mason.



Fig. 18. Lake Hotel, Killarney Street, c 1890. North Shore Libraries, T6288.

⁴² Titchener, *Beginnings*, Vol. 6, p. 36.



Fig. 19. Mon Desir Hotel in 1930. North Shore Libraries , T5383.

One Victorian hotel that does remain, albeit in a new location, is the Lake House, which originally stood on the beachfront at 127 Hurstmere Road. It was enlarged through the addition of a second storey in 1909, to become a 17-room boarding house. In 1996 an apartment complex (The Sands) was proposed for the site and the old building was saved from demolition by the Lake House Trust. Funds were raised and the entire house moved to Fred Thomas Drive, Barry's Point, where it was restored and is now the Lake House Arts Centre.



Fig. 20. Lake House Arts Centre, 2001. North Shore Libraries, T6109.

No public or civic buildings survive in Takapuna from the early days and only a handful of single storey timber or brick shops remain. Most buildings were demolished and replaced in the rush to 'modernise' after the construction of the bridge brought a flurry of commercial activity and the erection of significant buildings in the Takapuna business centre. The architectural trends of the 1960s and 1970s are reflected in such buildings as the Government Life Building (1964, Nyal Coleman Architects), South British Insurance Co. (1973, Fletcher Design), State Insurance Building (Hoadley Budge and Partners) and the Shore City Shopping Centre (Walkers Co. Partnership), constructed in the early 1970s. In the 1980s and 1990s development extended along the northern end of Hurstmere Road from Anzac Street and included the Bruce Mason Theatre, opened in 1996.⁴³

Outside the Takapuna commercial area, development occurred on a more modest scale as clusters of small, single-storey shops sprang up along the steam tram route from Belmont, Hauraki Corner, Hall's Corner (Takapuna) and on towards Milford. These were typical of the commercial strip development, which existed until the construction of the American styled 'malls' in Takapuna and Milford. Some individual shops, such as those at 360 Lake Road (former AMC Butchers' shop, 1924) and the nearby 385 Lake Road (now an orthodontist's rooms), were also constructed. As the Shore expanded after the bridge opened, small functional groups of convenience stores were built in the newer suburban areas including Sunnynook, Forrest Hill and Castor Bay. This type of post-war suburban retail development mirrored that happening elsewhere in New Zealand as cities expanded to cater for new households and the 'baby boom'.

Takapuna was gradually transformed into a major commercial, retail and regional centre with Council provision of new facilities such as a library, Plunket rooms, council offices, halls and war memorials. In the late 20th and early 21st centuries national and international business was attracted to the area, their buildings reflecting the style of the time. Some, such as the Sovereign Building at Smale's Farm, have been recognised as examples of innovative design in their use of new technologies. Commercial development in Milford has not attracted investment in large buildings, with the exception of the Milford Mall. The shops along Kitchener Road are single or double storeyed and are of little heritage significance.

Places that represent this theme include:

Westfield Shore City Shopping Centre Takapuna
Milford Mall Kitchener Road
Smale's Farm Technology Office Park

Takapuna Shopping Centre including:
Michael Hill and NZ Drycleaners, 1/3 Hurstmere Road
Hall's Corner building, 2/4 Hurstmere Road
Urban Beat , 5 Hurstmere Road
Hall's Building , 6/12 Hurstmere Road
Ladies' Restroom, 47 Hurstmere Road
Monona Buildings, 469-479 Lake Road
National Bank, Corner Lake Road / Northcroft Street
former AMC Butchers, 360 Lake Road (corner of Cameron Street, 1924)
Orthodontists, 385 Lake Road (by Ewen Street)

Dudding's Hauraki Store, 335 Lake Road
former AMC Butchers, 360 Lake Road (corner of Cameron Street, 1924)
Orthodontists, 385 Lake Road (by Ewen Street)

3.3 Residential Architecture

⁴³ *Takapuna Central Area Heritage Overview*, pp. 30-31.

Some of the first houses in the area, particularly those of the gumdiggers, were built of sod with raupo roofs. Farmers built simple timber houses of pit-sawn kauri with shingle roofs, which were later replaced with corrugated iron.

Little remains of the grand Victorian houses that lined the shore of Lake Pupuke and the Takapuna Beach front in the latter part of the 19th century. *Te Kiteroa* next to the Lake Hotel, built by Henry Brett, proprietor of the Auckland Star, stood tall on high ground with extensive gardens and orchards. On Brett's death it became the Brett Memorial Home for children and was demolished in 1973.⁴⁴

Other substantial houses were *Locaber*, on the corner of Hurstmere Road and the Promenade, owned by EW Alison, and *Maratea* in Milford, built by timber merchant David Goldie, father of Charles, the famous Maori portrait painter. *Maratea* was demolished in 1968 to make way for the Circle apartments. *Greydene*, near Taharoto Road was also renowned for its gardens. This home was built by Dr Fischer, principal of St Joseph's School.

Some of the early grand houses still stand. *Hurstmere*, the home of John Hurst, was built of heart kauri and the pit-saw marks and handmade nails can still be seen. Hurst's estate extended from Killarney Street to the Wairau creek at Milford. He planted an avenue of Norfolk Pines along Hurstmere and Kitchener Roads. This part of the estate was subdivided in 1887.

Further along Hurstmere Road is *The Stables* built by George Pierce in 1886 and *Merksworth Castle*, built by Captain John Alexander Algie between 1924 and 1926. It is a local landmark built of stone, with a rock pool and a distinctive stone 'throne' on the foreshore.

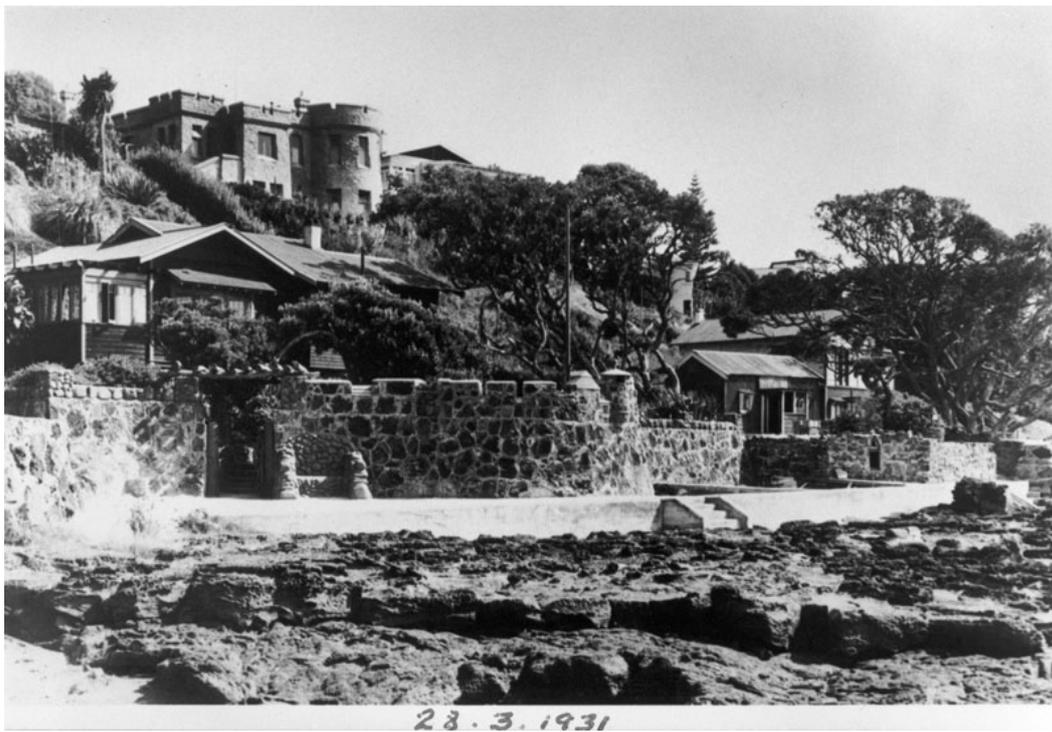


Fig. 21. Algie's Castle, Hurstmere Road, 1931. North Shore Libraries, T5515.

In Lake Road, newspaper owner William Robert Wilson built his house around the turn of the 20th century, and the house together with its gardens and outbuildings was gifted by the family to the Auckland Hospital Board in 1937 and became the Wilson Home for disabled children

⁴⁴ Louise Anderson, *Pupuke: a tour of the gentlemen and their residences on historic Lake Pupuke, Takapuna*, c.1997, unpaginated.

Baches, farm houses and magnificent villas were all that was to be seen until the 1920s and baches dominated the early development in the bays and Takapuna. These simple structures offered affordable accommodation to struggling writers and some, such as that of Frank Sargeson House in Esmonde Road, still remain. Built in 1948, it replaced an even earlier bach. From its beginning the shore was a holiday destination a 'haven away from the city' and this ethos continues to exist in these communities.

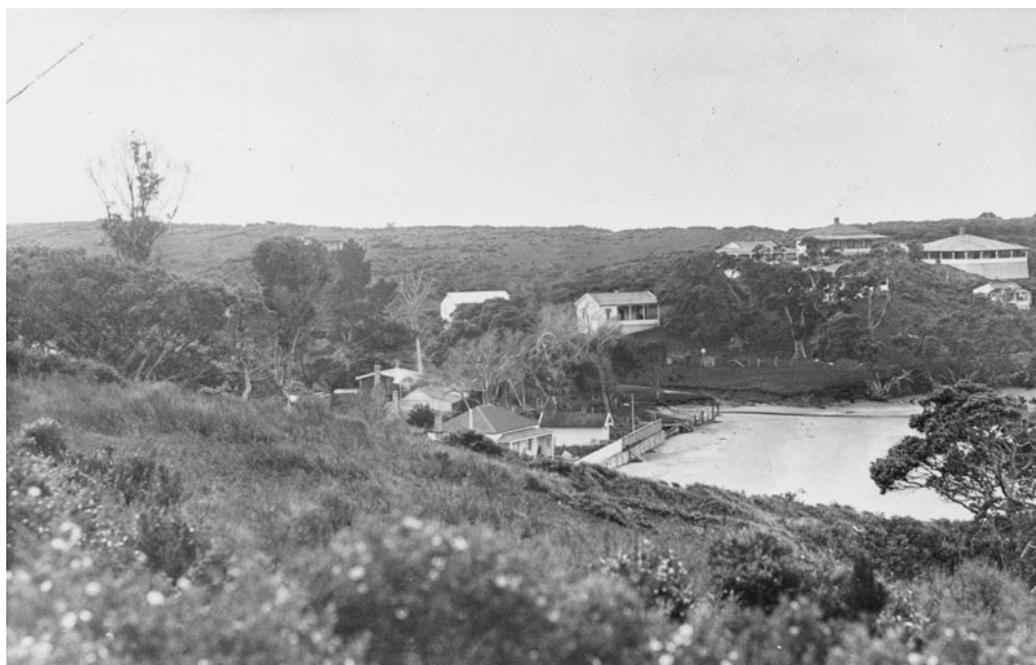


Fig. 22. Houses at Castor Bay, 1920s. North Shore Libraries, TO O33.

As the large estates were subdivided, beach and lakeside locations with their expansive views were favoured by the well-to-do, and many architecturally designed houses were constructed on those roads running down to the water or Lake Pupuke, including Lake View Road, Manurere Avenue, Earnoch, Brett, O'Neill's and Minnehaha Avenues in Takapuna, and Kitchener Road, Ocean View, Muritai, Tiri and Audrey Roads in Milford. In other parts of Takapuna, as the population grew, more modest homes were built in the popular bungalow style.

A number of houses in Takapuna were designed by noted Auckland architects such as Holman and Moses, Chilwell and Trevithick, RGS Beatson, Reginald Ford, Hoggard Prouse and Gummer, Chapman Taylor, Horace Massey, Massey Beatson Rix-Trott and Carter.

Post-war architects include Vernon Brown, Peter Middleton, Mike Austin, Nyall Coleman, Rigby Mullan, Ian Burrow, John Goldwater, Ivan Juriss, Price Adams Dodd, Mark-Brown Fairhead and Sang, Neville H Price and Hill Manning Mitchell. Special mention should be made of houses designed by the Group Architects, including the First & Second houses in Northboro Road, Takapuna and the Catley House in Quebec Road.

In many parts of Takapuna, the original lots have been subdivided and used for 'infill' development, although there is often an occasional villa or bungalow remaining as a reminder of the original subdivision. There is now no dominant housing style in the area and it is marked by a variety of residential architecture from modest state houses to grand beachfront properties. A major redevelopment of beachfront/lakeside sites began in the 1980s and an emergence of a new wave of grand residential architecture occurred here including the Mirror Glass house in Milford.

Places that represent this theme include:

Fireplace (Gumdigger)/ Hut Site (Historic) Centennial Park, Takapuna.

8 Bayview Road, 'Tiro Nui'

14 Bayview Road

14a Esmonde Road, Frank Sargeson's Cottage

14 Eversleigh Road
9 Frater Avenue, Alfred Hanson House
24 Hauraki Road, Charles Allen House
194-196 Hurstmere Road, 'Earnoch'
200 Hurstmere Road, Macguire House
253 Hurstmere Road, Merksworth Castle / Algie's Castle
288 Hurstmere Road, 'Hurstmere'
5 Jutland Road, Hester and David Geddis house
26 Killarney Street, Pumphouse residence,
1 Kitchener Road, Chapple House, 1 Kitchener Road (NZHPT Heritage Covenant, 2002)
17 Kitchener Road, The Stables (Black Rock)
68 Kitchener Road, Halling Homestead
212 Lake Road Wilson Home
415 Lake Road, Grace Abbott House
437 Lake Road, 'Silverton'
7-9 Lake View Road, Becroft house
8 Minnehaha Avenue, 'Minnehaha' Thorne Estate Dairy
14 Muritai Road, 'Porthcurnow East'
18 Northboro Road, 'The Second House'
20 Northboro Road, 'The First House'
30 Onepoto Road
46 Quebec Road, Catley House
14 Rewiti Avenue, Rueben Watts House / Golder House
6 Allison Avenue, flats
6 & 15 Audrey Road, Milford
6 & 12 Beach Road, Castor Bay
61 Beach Road, Castor Bay
101 Beach Road, Castor Bay, Flyger House
1 Beacholm Road
Black Rock Milford, Mirror Glass House
25 & 27 Blomfield Spa
1, 2a, 16 & 19 Brett Ave
16 Campbell Road, Thorne George House
5 Castor Bay Road
Cecil Road 'Carrisbrooke', Milford Beach
20 Clifton Road
21a Clifton Road, Nathan House
25, 27, 29, 32 & 45 Clifton Road
5 East Coast Road, Old Mill House
16 Earnoch Avenue
7 & 27 East Coast Road
33 Ewen Street
17A Fenwick Avenue, Milford
45 Hauraki Road
13 Holiday Road, Carisbrooke
6 Hororata Road
195, 201, 203, 205, 207, 208, 209, 223 Hurstmere Road
252 Hurstmere Road, garden flats by Neville H Price
55 Jutland Road
72 Jutland Road
Killarney Street, Lawson house
1 Killarney Street
19 Killarney Street
5 Kitchener Road, Residence for Dr and Mrs Fergus Taylor
9 Kitchener Road, Clifton Firth House
11 Kitchener Road, Black Rock House
33 Kitchener Road

45 Kitchener Road
 90 Kitchener Road, Milford, The Circle Apartments
 96 Kitchener Road Milford, Roberts House
 220 Lake Road
 397 Lake Road
 411 Lake Road, Harrison house
 421 Lake Road
 423 Lake Road
 439 Lake Road
 29 Lake View Road, Stoupe House
 18 Manurere Road, Hubble House
 22 Manurere Road, Wall House
 35 Manurere Road, Were House
 5 Marsh Ave Milford
 39 Milford Road
 2,9 & 13 Minnehaha Avenue
 29 Minnehaha Avenue, 'Whistlewind'
 12 & 12a Muritai Road
 7, 8 & 16 Ocean View Road, Milford
 19 Ocean View Road, Milford, 'Braemoray'
 39 Ocean View Road, Milford
 2 O'Neill's Avenue, Lady Jones House
 4-6, 8, 10, 12, 13 & 16 O'Neill's Avenue
 4,14, 20, 23, 24a (Loe House) & 30 Park Avenue
 21 Red Bluff Rise, Gubay House
 9 Rangatira Ave, Coleman House
 15 Rewiti Road
 6, 7a, 11, 31, 34, 39 and 41 Saltburn Road
 12 Sandford Street, Campbell's Bay, Davis House
 14 Sandford Street, Campbell's Bay, Peryer House
 16 Sandford Street, Campbell's Bay, Owens House
 2a St Leonards Road, Whitcombe House
 Taharoto Road, St Joseph's Convent, Thomas Poynton House
 11 Taumata Road, Castor Bay, Thompson House
 2 Tennyson Avenue
 12 The Esplanade, Sumpter house
 17 The Terrace
 13 & 17 Tiri Road, Milford
 13 View Road, Campbell's Bay, Mitchell House
 5,6,14a,19 houses William Street
 21 William Street, Winstone House and boatshed on Takapuna Beach

Areas/Precincts

Anzac Street West Precinct (Killarney St / Auburn St / Anzac St / Pupuke Rd / Barry's Point Rd)
 Marsden Street State Houses
 Area east of Taharoto Road, Rangatira Rd / Ngaio St / Pupuke Road / Lake View Road area

3.4 Public Spaces

Until Takapuna Borough was formed in 1913 there were no designated parks in the area. Recreational activities such as horse racing, ball games and bathing took place on the beaches, and picnics, fetes and festivals were often held in private fields or gardens. Henry Brett was particularly generous in providing his gardens at *Te Kiteroa* for such occasions.

Both Takapuna and Milford beaches are important public spaces, used for a multitude of leisure activities including boating, surfing, windsurfing and walking. Takapuna Beach became a temporary

airfield for air pageants and in 1932 Charles Kingsford-Smith landed his Fokker Monoplane *Southern Cross* there.⁴⁵

Green space has been reserved by the beaches. At Takapuna, houses in Channel View Road were bought and removed to make way for Gould Reserve in 1994, which created a beachfront park behind the shopping centre. Other coastal reserves include the Milford reserve to the north of Milford Beach, which is the site of the former Pirate Shippe.

North Shore City Council and its predecessors, Takapuna Borough Council and Takapuna City Council, have set aside areas for historic reserves, passive recreation and sports fields.

It was the first of Mayor of Takapuna Borough, Ewen Alison, who in 1914 insisted that that the Council buy land in the Byron Avenue area to be set aside for sports clubs. Bowling, croquet and tennis clubs still occupy these sites today.

Sports fields are also located at Barry's Point Reserve, Taharoto Park and Onewa Domain, and Takapuna has two private golf courses, Takapuna and Pupuke Golf Clubs.

Small areas have been reserved around Lake Pupuke – Kitchener Park, Sylvan Park, Henderson Park and Killarney Park. In the Takapuna business area itself pocket parks, such as Potters Park and Hurstmere Reserve, provide the public with relaxation spaces.

At Castor Bay, Rahopara Historic Reserve on the headland above Milford Beach, is one of the few remaining examples of headland pa along the Waitemata Harbour coastline. It is contiguous with Kennedy Park, which contains the restored WWII defence buildings.

Sylvan Park, on the northern shores of Lake Pupuke at Milford, was bought in 1924 at the encouragement of Norman Hutchinson. It is an area of much modified northland coastal forest with fine well-grown trees of karaka, puriri, taraire and kowhai.

A different type of native vegetation is found at Smith's Bush, in the vicinity of Northcote Road / Akoranga Drive / Karaka Street. Originally circular and about 14 acres in area, it is a fine example of the kahikatea swamp forest that must have covered much of the periodically inundated lowlands of Auckland. The bush was purchased in 1943 by the Auckland Botanical Society and the Auckland Institute and Museum for the public, and later became a scenic reserve. It is now bisected by the northern motorway, which was constructed through a portion of it in 1953.⁴⁶

At Campbell's Bay and within the Takapuna Ward boundary is Centennial Park, originally gazetted as Takapuna Domain in 1884. 100 acres of it was cleared for the Pupuke Golf Course in 1914 and it was subsequently renamed Centennial Park in 1940, at which time extensive native planting was undertaken. It passed to the care of the East Coast Bays Borough Council in 1955 and thence to North Shore City following the local body amalgamation in 1989.

The first settlers planted familiar northern hemisphere trees and quick growing Australian gums. Farmers planted hawthorn for shelter and field hedges, and pines, propagated by Mr Whitaker at his nursery by the lake, were planted on boundaries and as shelterbelts within a short time of farm establishment.

John Hurst, who came to the area in 1860s and lived at 288 Hurstmere Road, imported the first blue gums, pine and macrocarpa. The avenue of pines he planted along Kitchener Road to Milford was destroyed by subdivision in 1887, but the large oak trees down Minnehaha Avenue have survived. The Victorian interest in the natural world led local wealthy businessmen to plant wonderful gardens and experimental nurseries in their lakeside estates.

⁴⁵ *Takapuna, People & Places*, p.104.

⁴⁶ *Takapuna Jubilee*, p.120.

At the corner of Hurstmere Road and Anzac Street, and at Hall's Corner, Norfolk pines were planted as landmarks. Circular benches were built around these trees and became meeting points for the community. There was also a Norfolk pine at the Barry's Point Road intersection with Taharoto Road. These trees were removed to make way for the steam tram tracks in 1909.

Places that represent this theme include:

Barry's Point Reserve
Taharoto Park including the old band rooms
Onewa Domain
Smith's Bush
Reserves by the Takapuna shopping area (Potters Park, Hurstmere Reserve)
Reserves around Lake Pupuke (Killarney, Henderson, Sylvan and Kitchener parks)
Milford Reserve, JF Kennedy Memorial Park and Rahopara Historic Reserve
Centennial Park
Greville Reserve
Becroft Park
288 Hurstmere Road '*Hurstmere*'
Stone walls between Thorne's Bay and Takapuna Beach

Parks owned and administered by Council may contain archaeological sites, buildings and trees listed for protection in the District Plan.

Theme 4 Work

4.1 Farming

The Takapuna and Milford area was initially subdivided into small farms, with the area around Lake Pupuke being the most fertile, due to its volcanic ash deposits. Most of the farms were small - about two acres - and were fenced off with ditches and hawthorn hedges for shelter, with about 1 ½ acres set aside for house, garden and other farm buildings. The first task was to clear the ti-tree, which predominated in this area. Cereal crops of wheat, maize and barley and root crops of potatoes and kumara were raised, and orchards of plums, apples and other fruit were established.⁴⁷

Sheep farming was conducted on a small scale. Before shearing, sheep were driven into pens by the Lake to be washed. Pigs were raised for bacon and a house cow was generally kept for milk. Butter was also made on these small farms, and up to the first decade of the 20th century the farms supplied local grocers with eggs, butter, fruit and meat. Any surplus produce was marketed in the city at some distance and cost.⁴⁸

The first cows in Takapuna were of a large red Shorthorn breed, ideal for milk and butterfat. They supplied milk locally and to the growing village of Devonport.⁴⁹ Mr Johnston at Campbell's Bay (at the time known as Johnston's Bay) acquired the first separator in the mid 1890s.⁵⁰

⁴⁷ 'Early Takapuna', p. 9.

⁴⁸ *Ibid*, p. 4

⁴⁹ *Ibid*.



Fig. 23. Father of Jack Wallace, 1900s. North Shore Libraries, TO994.

Farms began to be subdivided for residential sections from 1910 in anticipation of the steam tram providing transport to the city and opening up the district. However, some farming carried on throughout the 20th century, and the last cows could be seen on Smale's farm in the late 1990s. This area is now the Smale's Farm Technology Office Park, providing company offices for Telstra Clear, Air New Zealand, Sovereign and others.

Places that represent this theme include:

8 Minnehaha Avenue 'Minnehaha' Thorne Estate Dairy

4.2 Industry

Takapuna was principally a farming area until 1910, when the steam tram opened up land for settlement. Early industries such as sawmilling and brickmaking served the immediate requirements of the settlers and, due to transport difficulties, there was little industrial development in Takapuna until the bridge was built.

In the 1950s, 400 acres in the Wairau Valley were zoned for industrial activity as it was anticipated that the opening of the Auckland Harbour Bridge would attract industry to the area. Growth was slower than anticipated, however, the reasons for this included the bridge toll, lack of railway lines and a small working population.

Barry's Point Road on the route to the Harbour Bridge was designated for light industry such as panelbeating, fibreglass and sporting equipment. Other areas of light industry are Smale's Quarry on the west side of Lake Pupuke and the Sunnybrae Road area.⁵¹

Places that represent this theme include:

Smale's Quarry, Northcote Rd, Takapuna

Barry's Point Rd, Takapuna

4.2.1 Quarrying

⁵⁰ Ibid, p. 8.

⁵¹ *North Shore Expands*, pp. 11, 41.

In preparation for the steam tram the roads had to be improved. The ballast for road and track formation was sourced from the quarry on the corner of Northcote and Taharoto Roads. At that time it was owned by MHH Adams but William Smale, his son-in-law, took over the quarrying operation in 1928. Known as Smale's Quarry, it was in operation until recently.⁵²

Stone for Calliope Dock and for the Bank of New Zealand in Queen Street was taken from Sheriff's Quarry on the Wairau Creek and scowed to its city destination.⁵³

Places that represent this theme include:

Smale's Quarry, Northcote Rd, Takapuna

4.2.2 Kauri Gum and Timber

Between 1870 and 1875 new settlers took up land west of Wairau Road, between Crown Hill (Old Wade Road) and Archers Road, which was known as clay gum country. They dug and cleaned the gum for sale, and the revenue from this paid for seed and fertilizer to establish crops and apple orchards.⁵⁴

The wastelands became known as the Takapuna gumfields, where itinerant older men dug for a day or two and returned to Auckland to sell their gum.⁵⁵ Gum could also be sold at the first shop in Milford, that of 'J Sherrif – Gum Buyer'. Sherrif set off on his horse every Saturday laden with provisions for the gumdiggers and a weighing scale to measure gum. He bought the gum by weight and it is said that gum diggers took their earnings to the Lake Hotel. Many were seen the next morning sleeping under the avenue of trees along Hurstmere Road.⁵⁶

Timber was essential for settlement; it was abundant and easily used in the construction of houses and other structures. Sawmilling was established at Barry's Point with the Takapuna Sawmilling Company and later on the Takapuna Rimu Timber Company was built in Bracken Avenue.

One of the last sawmills to exist within the Takapuna area was George Nick's, established in 1926 in Northcroft Street. Its tall smoke stack was a local landmark. However, the noise and the smoke were unsuitable in a growing residential and commercial area, and the sawmill was moved to Wairau Road in 1973.⁵⁷

⁵² 'Smale's Farm – A transport hub since 1898'. Available at http://www.smalesfarm.co.nz/files/docs/sf%20transport%20story_online%20version.pdf

⁵³ 'Early Takapuna', p. 15.

⁵⁴ Ibid, p. 8.

⁵⁵ 'Early Takapuna', p. 9.

⁵⁶ Titchener, *Beginnings*, Vol. 2, p. 33.

⁵⁷ *Takapuna, People & Places*, p. 134.



Fig. 24. Nicks Timber Yard, 1960s. North Shore Libraries, T1548.

Places that represent this theme include:

Site No. 261 Fireplace (Gumdigger)/ Hut Site (Historic) Centennial Park, Takapuna

4.2.3 Brickmaking

The first bricks made in Takapuna were hand-moulded by the Irishman, Mr Menary, at the head of the tidal creek at Smith's Bush in about 1855. Menary then moved his operation to the O'Neill's side of Lake Road where the remains of brickbats and the horse pugging machine could be seen until the 1950s. The bricks were shipped to Auckland but when Duder Brothers' Pottery Brick and Tileworks started in Devonport, the small enterprise became unprofitable and folded.⁵⁸ Other brick makers include Bradley and J Dunning, who both had brickworks near the Marsden Reserve, off Jutland Road.

Places that represent this theme include:

None identified.

4.2.4 Boatbuilding

Lacking the necessary sheltered bays with hard bottoms, Takapuna, unlike Devonport, was not suitable for boatbuilding. When the Milford Marina was created in the early 1970s following the demolition of the Milford Swimming Pool, a small boatbuilding industry developed there.

Places that represent this theme include:

None identified. The boatbuilding structures around the Marina are considered too recent to have heritage value.

4.3 Commerce

The earliest commercial development in Takapuna was around Barry's Point, where the wharf, hotel and store with post office formed a small nucleus.

⁵⁸ 'Early Takapuna', p. 12.

The first hotel, run by Roger Barry in 1858, occupied an ordinary house at Shoal Bay, and Barry had a bush licence to distil his own liquor. As the ferry service to the city could only run at half tide there were many patrons with time on their hands waiting for the boat.

In the 1860s, when the tide suited, the ferry would take passengers to the theatre in town, and visitors from Auckland would attend the occasional concerts and dances held during the summer at the Catholic Orphanage. These were organised for a full moon when the high tide was about 7pm so that artists and visitors from town could make the trip.

Sparsely populated Takapuna did not have its own hotel until 1867 when James Gratten was granted a licence for Coplands Inn at 'Lake Takapuna'. This was joined by the Lake Hotel, which opened in Killarney Street in the early 1890s, despite opposition from its neighbour, Henry Brett. It operated for barely 18 years before burning down in 1909, after which time the licence was transferred to Paul Hansen's Mon Desir Hotel, with the original house enlarged to accommodate guests. This hotel was later taken over by Mr Raynes and had a long history as an elegant gentlemen's retreat, where patrons could play tennis or sit under the trees in gardens sloping to the water's edge.

Takapuna residents relied on the store at Barry's Point or on occasional trips to Auckland for supplies, and did not get their own store until 1896, when Mr Robertson built his house and general store at what is now Hall's Corner. Mr Hall, from whom the corner gets its name, bought the building in 1907 and added a bakery to the establishment.



Fig. 25. Lake General Store Takapuna, 1907. North Shore Libraries, T1482.

Shops and services grew in response to the increasing population. Individual shops and small groups of shops were built along Lake Road from Belmont to Hauraki Corner, Hall's Corner and Milford. The tram tracks divided at Hall's Corner and shops clustered around this crossroad formed the commercial centre seen today.



Fig. 26. Hall's Corner in 1912. North Shore Libraries, T1505.

At Milford, Mr Sheriff built his store at the bottom of the hill where the tram stopped before turning into Shakespeare Road. By the 1920s there were three shops including the tearooms on the corner of Milford and Kitchener Roads, but other services came slowly to Milford. The nearest post office was at Takapuna and the only bank on the North Shore was the Auckland Savings Bank at Devonport.⁵⁹

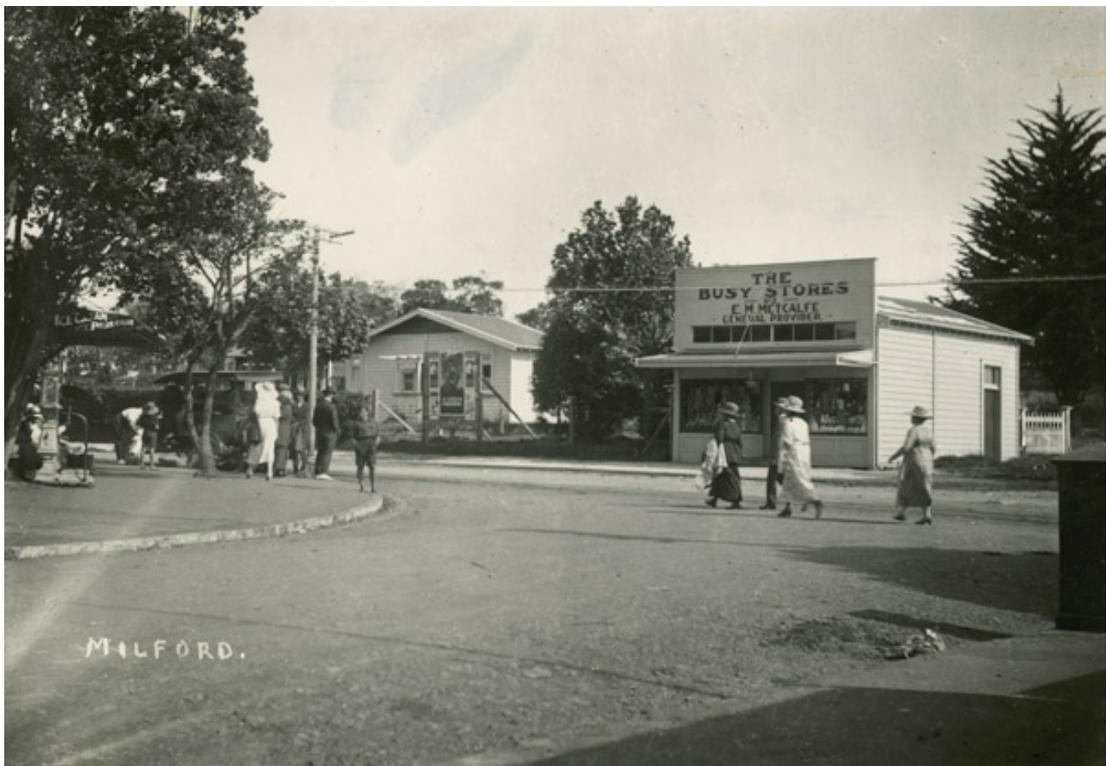


Fig. 27. Milford Shops, 1920s. North Shore Libraries, TO385.

⁵⁹ *Takapuna, People & Places*, p.81.

From the early 1920s Hutchinson Brothers' grocery chain operated two stores on the North Shore - in Takapuna and Milford. They served their local areas as well as Albany, Brown's Bay and Northcote. The stores stocked all requirements for the rural population including animal feed and fertiliser, which were delivered by horse and cart. Butter, eggs and fruit was bought from the farmers and credited against their accounts. Within a few years the two branches employed 23 people.⁶⁰

At Hauraki Corner, George Dudding built his general store at the corner of Lake and Jutland Roads in 1914, to the design of architect Daniel Boys Patterson. This crossroads and tram stop developed and by 1920 a tobacconist and a bootmaker had also opened. The Auckland Directory of 1925 records Rose Tea Rooms on the diagonally opposite seaward corner, and a draper, stationer and fruiterer opposite Dudding's Store.



Fig. 28. George Dudding's Store in 1923. North Shore Libraries, T2676.

In the 1920s and 30s many household goods were brought to the front door for sale. Milk was delivered in the early hours of the morning from a milk float drawn by a horse; the baker came to the back door with a basket of bread; groceries were delivered by bicycle and the Chinese greengrocer from Belmont made calls too. Other itinerant vendors were the clothesline prop man with his cry 'clo-thes pre-ops' and the recycle man calling 'rags, bags, bones and bottles' from his open cart. Other sales cries came from the fish-o, the man who sold rabbits and the iceman.⁶¹

After WWII Takapuna grew into a commercial and retail centre attracting the banks and branches of national chains, such as Woolworths. The Bank of Australia (ANZ) set up a branch in Takapuna in 1947, in Milford in 1965 and, in response to the growing industry, one in Wairau Road later that year.⁶²

Post-Harbour Bridge, when the population had topped 20,000, many of the area's old commercial wooden structures were replaced with the buildings we see today. However the areas behind Lake Road

⁶⁰ *Takapuna, People & Places*, p.104.

⁶¹ *Ibid*, p.106

⁶² Titchener, *Beginnings*, Vol. 3, p. 5.

and by the beach remained residential. The Takapuna commercial centre endeavoured to become the hub of the North Shore, but as the populations spread north to the bays and westward to Northcote and Birkenhead, small centres grew up there as well. Unfortunately Takapuna did not achieve the growth and status it desired, principally due to the lack of efficient public transport.

Today, other shopping centres in Takapuna include the Milford Mall and the Wairau Park Shopping Centre, while contemporary commercial development has occurred in the Smale's Farm Technology Office Park (Taharoto / Northcote Road).



Fig. 29. Mr Riga delivering milk Otakau Road, 1917. North Shore Libraries, T0157.

Places that represent this theme include:

Dudding's Hauraki Store, 335 Lake Road
Donald Melville Antiques, 360 Lake Rd, Takapuna
Former shop, 385 Lake Rd, Takapuna

4.4 Tourism

From the beginning, Takapuna was a popular natural playground. The 1864 Auckland Anniversary celebrations were held at Lake Takapuna (Lake Pupuke) with sports, a dance and horse races.⁶³ Regular horse races were held on Takapuna Beach from the early 1860s and as there was as yet no wharf, cutters and lighters brought visitors to the beach. In 1865 John Logan Campbell made a pleasure garden for excursionists on the Brett estate leading down to the lake, and sports were held in the paddock opposite. Another venue was Mr Coupland's barn at the corner of the Promenade and Hurstmere Roads, where luncheons and dances were held.

The Takapuna Wharf was built in 1892 in the vicinity of the existing boat ramp at the end of the Promenade, to which the ferry company ran Sunday and holiday trips from the city. At about the same time Raynes of the Mon Desir Hotel was granted permission by the Takapuna Borough Council to erect six bathing houses in front of his premises.⁶⁴

As transport became easier, holidaymakers built baches at Milford, Castor and Campbell's Bays. Some of these would later become affordable housing for writers who lived there from the 1920s onwards, and would go on to become prominent in New Zealand and international literary circles. The Lake Hotel, built in the 1880s, catered to both day visitors and resident guests. The Mon Desir Hotel, built on Takapuna beach in 1909, had a long history as a holiday resort and operated a popular beer garden it became in the 1960s.

⁶³ 'Always a Playground', *Takapuna Jubilee 1913-1973*, p.25.

⁶⁴ 'Administration 1840-1913', *Takapuna Jubilee 1913-1973*, p. 61.

Campers were also catered for, and the Takapuna Holiday Camp at the north end of the beach continues as a popular holiday place for visitors to the North Shore.

Milford too became a popular destination after the steam tram began service in 1910. The land by the Wairau stream and beach was empty and ideal for picnic parties. It belonged to JJ Craig, who owned a shipping company and forwarding agents. He lived nearby and offered to donate the land to Takapuna Borough on condition that a short road was named for the family, thus the origin of Craig Road, Milford.



Fig. 30. Te Kiteroa Gardens, 1911. North Shore Libraries, T0301.

Craig's land was bought by the Milford Amusement Ltd syndicate in October 1928 and Ye Old Pirate Shippe was built and opened in 1929. It was a large building shaped like a Spanish galleon, with two dance floors. Milford attracted large crowds both during the day and for evening dances, cabaret and balls.⁶⁵ Adjacent to the Pirate Shippe the Devonport Ferry Company built a seawater swimming pool in 1936 with high diving platforms and chutes. People came from all over Auckland, attracted by its large size and the opportunity to compete for long-distance swimming certificates. The pool was taken over by the Takapuna Borough Council in 1945 but was later closed down by the Health Department.⁶⁶

A mini-golf course in Craig Road was an attraction until the mid-1960s when the Milford Marina Hotel opened. The opening of the bridge, along with better roads and transport, transformed Milford from a popular holiday destination to a desirable marine suburb with accessible beaches on Auckland's doorstep.

Takapuna, Milford and the beaches of North Shore's east coast continue to attract daytrippers and international tourists, who also enjoy the many cafes and restaurants in the adjoining business areas. The numerous motels and the Spencer on Byron Hotel, constructed in the early years of the 21st century, offer accommodation for longer stay visitors.

Places that represent this theme include:

Frank Sargeson's House, 14a Esmonde Road
Lake House Arts Centre, Fred Thomas Drive

⁶⁵ Titchener, *Beginnings*, Vol. 1, p. 44.

⁶⁶ *Ibid*, Vol. 6, p. 4.

Poenamo Hotel, 31 Northcote Road
Changing sheds on Takapuna Beach, 19 William Street

Theme 5 Government

5.1 Local Government

The earliest unit of local government, the Hundred of Pupuke, was created in November 1848.⁶⁷ It encompassed the whole of the North Shore from Hellyer's Creek across to the sea at Mairangi Bay, and southwards. Sir George Grey's intention was that settlers would take responsibility for roads and waste land grazing. Constant conflict over the dispersal of available funds led to a petition to the Provincial Government to dissolve the Hundred and create three separate Hundreds. Early in 1855 the Hundred of Pupuke was abolished and the whole of the North Shore came under the direction of the Auckland Provincial Government for the next decade.⁶⁸

The Lake (Takapuna) Highway District Board was formed in 1866 at the same time as the Flagstaff and North Shore Highway District Boards (Northcote and Birkenhead). Their main concern was the building of roads and bridges. At this time the first bridge over the Wairau Creek, called Seaman's Bridge, was built, and scoria was laid around the lake and on Lake Road.

By 1874 the Lake Highway District Board was responsible for 10,450 acres with an estimated population of only 180 people. The area had 44 dwellings, 80 ratepayers and 132 rateable properties. Four years later the population had increased to 261.⁶⁹

In 1876 the Waitemata County Council was established, its area encompassing the whole of the North Shore, Waitakere, and as far south as Manukau. The Lake Roads Board came under this new Council, and EW Alison, then only 24, was elected representative for the Takapuna Riding.⁷⁰ This arrangement lasted until 1889 when Lake Roads Board was dissolved. Takapuna was then administered directly by the Waitemata County Council until the Takapuna Borough Council was formed in 1913.

Scoria and metal for roads was sought from Devonport, particularly from Mt. Cambria. In April 1883 the Board was told that it would need to cart all scoria required before 1st May or the Flagstaff Highway Board (Devonport) would erect a toll gate to cover costs of road repair. Carting metal and scoria damaged the road and it needed to be done before the winter rains.⁷¹

Following the formation of the Devonport Steam Ferry Company in 1885, the introduction of paddle steamers and the improved services to Auckland that followed, the 1886 census showed a growth of population centres along Lake Road. There were now 439 houses: Lake Town (near Hauraki Corner) had 6, Lake Beach 11, Lake Road 116 and Lake District 218.

In 1900 conflict arose when Takapuna residents claimed ownership of the waters of Lake Pupuke and sought compensation for the pumping of water from Lake Pupuke to supply Devonport. To solve this problem the Mayor of Devonport suggested that Devonport boundaries be extended to the northern side of Lake Pupuke.⁷² Although this proposal received Prime Ministerial consideration, it was not taken up.

Takapuna Borough was born of dissatisfaction with the amenities and services provided by the Waitemata County Council, and in July 1911 a meeting of citizens urged Takapuna to become a borough. Although the Waitemata County Council made no objection, it was not until June 1913 that Takapuna Borough actually came into existence.

⁶⁷ The term 'Hundred' was an English term for an area to support a Lord and 100 retainers.

⁶⁸ *Takapuna Jubilee 1913-1973*, p.55.

⁶⁹ *Takapuna Central Area Heritage Overview*, p.14.

⁷⁰ *Takapuna Jubilee 1913-1973*, p.51.

⁷¹ *Ibid*, pp.62, 63.

⁷² *Ibid*, p.65.

E.W Alison was elected the first Mayor. In his inaugural address he described the area as mud, mangrove swamp, a few farms and large areas of wilderness. He added:

The affairs of Takapuna have been shockingly administered. The roads are in a deplorable condition; ... and the general requirements of the people have been badly neglected.⁷³

After the first year, and the end of his mayoralty, Alison's report was positive about the future of the town. He listed the achievements of the past year and added that as building and settlement progressed, the Council must make provision for a complete system of water supply and drainage, form a fire brigade, build council chambers, define areas for recreation and park purposes and, most importantly, acquire permanent sources of metal and scoria.

Takapuna Borough Council Chambers were built in 1915 on the site of the present North Shore Council buildings at the corner of Lake Road and the Strand. In 1927 the unimproved rating system led to the subdivision of farms for settlement. Summer cottages gave way to family homes and Takapuna became increasingly popular as a place to live. Houses had begun to ribbon along Lake Road as Takapuna developed from a farming and holiday area into a town.

With the development of larger communities came a demand for urban amenities, and boards were formed to administer electricity, drainage and improve roads on a North Shore basis.⁷⁴ During this period Takapuna houses became less self-sufficient as they readily availed themselves of civic amenities such as water, gas, streetlights and metalled roads.

Takapuna was granted city status in 1961 when the population was over 20,000. In 1973 there were two women councillors and the first woman mayor, Wyn Hoadley, was elected in 1986.⁷⁵

In 1989 Takapuna City was amalgamated with Devonport, Northcote, Birkenhead and East Coast Bays to become North Shore City. In November 2010 North Shore City was absorbed into the new Auckland Council.

Notable Mayors of Takapuna include Ewen Alison (1913), founder of the Devonport Steam Ferry Co. and a Member of Parliament who lived at ' *Lochaber*' on the corner of Hurstmere Road and the Promenade from 1894-1945.⁷⁶ Mayor John Guiniven (1931-50) was also on the Waitemata Power Board and the Auckland Hospital Board, and was known for stormy Council meetings where he used bad language and insulted fellow councillors. He advocated the amalgamation of the North Shore Boroughs and a railway system over the yet-to-be built Harbour Bridge.

Places that represent this theme include:

Auckland Council Offices (former North Shore City Council Head Office) 1 The Strand, Takapuna
Auckland Council Offices (former Takapuna Public Library), 2 The Strand, Takapuna

5.2 Defence

The strategic importance of North Shore's East Coast was recognised by Maori from the earliest times. Not only was the Takapuna/Lake Pupuke area resource-laden, and on an easy transport route from the Hauraki Gulf to the inner Waitemata Harbour, but promontories, such as the one above Castor Bay were prime defensive positions. At Castor Bay, Rahopara Pa was a Te Kawerau stronghold.

The strategic importance of these beaches and headlands was not lost on later inhabitants. During WWII as the country made preparations to secure its vulnerable coastline from attack, a defensive system was established along the eastern coast of the North Shore.

⁷³ *Takapuna, People & Places*, p.52.

⁷⁴ *Takapuna Jubilee, 1913-1973*, p.72.

⁷⁵ *ibid*, p.73.

⁷⁶ *ibid*, p.74.

Military Reserves were established in 1939 and the New Zealand Home Guard the following year. Men were encouraged to build up their fitness by carrying full sandbags along Takapuna beach.⁷⁷ Women volunteered for the Emergency Precautions Scheme, which supervised the blackout, air raid shelters and the provision of sand buckets to households in case of fire.⁷⁸

Pillboxes and searchlight were dug into the cliffs at the southern end of Takapuna Beach and camouflaged with shrubs. Barbed wire entanglements fitted with rubber insulation to enable them to be electrified, protected the beaches and on Beach Road tank traps were erected.⁷⁹



Fig. 31. Takapuna Beach, 1942 [photograph of barbed wire]. North Shore Libraries, T1172.

On the headland at Castor Bay a defensive complex camouflaged as a state housing area was installed, including an ordinary house outfitted as a Battery Observation Post, and another that served as barracks. There were 6-inch gun pits connected by a tunnel. Today, the remains of this complex are still evident at Kennedy Park, and in the pillboxes located along the coastline.

Places that represent this theme include:

Kennedy Park Cliffs Pillbox
Kennedy Park Gun Emplacements and Tunnel System
Castor Bay Battery and Camp (NZHPT Category II Reg No 7265)
Pa (Headland) Rahopara Historic Reserve.
Midden(Shell) Rahopara Bluff Castor Bay.

⁷⁷ Titchener, *Beginnings*, Vol. 6, pp.10, 11.

⁷⁸ Dr John. M. Ross, 'The North Shore In Wartime', *Takapuna People & Places*, p.122.

⁷⁹ *Ibid.*

5.3 Justice

Until 1910 Takapuna was policed by a constable stationed in Devonport. His responsibility extended north to Albany, and duties included sanitary inspection and the collection of dog and cattle taxes. By 1899 there was a sergeant plus three constables and a lock-up in Devonport.

Takapuna got its first constable, Henry Steere, in 1912. Steere's was a sole charge position supervised from Devonport. The police station was housed in part of the veranda of the police residence. Constable McCarthy, the next incumbent, had a horse to ride around his large area.⁸⁰ His successor, Constable Wood, progressed to a bicycle. The first purpose-built police station for the area was in Rattray Street, Devonport (1923) and included a sergeant's residence, a separate office, 2 cell lock-up and an outhouse.

In 1927 the Takapuna police lock-up was moved and one of the cells converted into an office. This served as the Takapuna Police station until 1948 when a purpose-built police station of six rooms was erected in Anzac Ave.⁸¹

The Northern Police Division was established in 1966 with the headquarters situated in Takapuna.⁸² This led to an increase in staff, which, by 1973, numbered 70. A new station was built on the same site to house them and 10 vehicles were provided.⁸³

The North Shore Magistrates and later District Court was opened in Huron Street in 1970 and since 2001 the court has been in Albany, located in a new Court House.

Places that represent this theme include:

None identified.

5.4 Healthcare

Early Takapuna residents had to travel to the city and, later, to Devonport for medical care. When Mr Rees-George established the first chemist shop in Hurstmere Road in the 1920s, an expansion of his Devonport business, people sought medical advice from him, as doctors were expensive and not easily accessible. The Rees-George Family continued to serve Takapuna residents from this location until recently.

Emergency measures to limit the spread of infection during the 1918 influenza epidemic saw the Lake House become a temporary hospital and the Borough Council depot a fumigation centre. Only essential services from shops were permitted and interaction between people was limited.⁸⁴

As the population increased with the subdivision of land around the lake after 1910, doctors' surgeries and nursing facilities were established. In 1920 there were two doctors in Takapuna and a private hospital run by the Misses Kelly.⁸⁵

⁸⁰ *Takapuna, People & Places*, p.74.

⁸¹ 'Takapuna H.Q. Northern Police Division: Souvenir Programme of 61st Anniversary of Station Opening, 29 May 1912', Vertical File, Police, Takapuna Library, p.27.

⁸² Susan Butterworth, *More than Law and Order: Policing a Changing Society 1945-1992*, Dunedin, 2005, p.108.

⁸³ *North Shore Times Advertiser*, 10 April 1973, p.4.

⁸⁴ *Takapuna Jubilee*, p.81.

⁸⁵ *Cleaves Auckland Provincial Directory*, 1920, p.321.

Another privately run health facility was the Wilson Home for Children, established in the cliff top property in Lake Road given by the Wilson family. During and after the polio epidemic of 1947 many children were treated and schooled here. It continues its work under the auspices of the Waitemata Health Board and its interdenominational chapel was designed by Denis Hewson of Haughey Fox and Partners.

By the mid-1950s Takapuna had become the centre for medical care on the North Shore. The Lister Hospital in Anzac Street provided private surgical care from the 1960s until it was demolished in 1994, when services were transferred to the Southern Cross Hospital in Wairau Road.⁸⁶

The growth of the North Shore and the need to decentralise health facilities led to the construction of the North Shore Hospital, which opened in 1958 on a large site by Lake Pupuke on the corner of Shakespeare and Taharoto Roads. The hospital reduced the need for Takapuna residents to travel to the city for medical care, although most specialist facilities were still in Auckland City. Since then, the hospital has expanded to include the whole range of medical services and is now administered by the Waitemata District Health Board.

At a local level, medical care has long been provided by doctors, initially from 'surgeries' in their own homes, then from rooms with other doctors, and latterly from medical centres, which offer a very wide range of support services. Specialist care for babies and young children continues to be provided for by the Royal Plunket Society, often from purpose-designed buildings.

Places that represent this theme include:

Waitemata Health Board, 44 Taharoto Road (Nyall Coleman Gibson and Associates 1964, formerly the Waitemata Electric Power Board)

North Shore Hospital

Hauraki Medical Centre, 308 Lake Road, Hauraki Corner

Wilson Home 212 Lake Road

⁸⁶ NSTA 23.09.1994.

Theme 6 Ways of Life

6.1 Religious Belief

Many of the early settlers were Catholics, including the Poynton and O'Connor families who came from the Bay of Islands to avoid the conflict there. They settled near the Catholic Endowment land at Northcote and elsewhere. Later arrivals who took up subsistence farming and gum digging were also Catholics from Ireland and Scotland.

The wealthy Auckland businessmen who came at the end of the 19th century and the influx of settlers in the second decade of the 20th century were of the traditional Christian denominations including Catholic, Anglican, Presbyterian and Methodists. They formed congregations and built churches. Asian immigration in the late 20th century brought other Christian sects.

Many of the churches in both Takapuna and Milford post-date the bridge. They were built to replace earlier timber buildings, designed by leading architects of the period. The investment in new buildings of innovative design, attests to the belief that Takapuna would grow and prosper.

6.1.1 Anglican Church

The first St Peter's Anglican Church in Takapuna was built in Katrine Street (Anzac Street) in 1883. The timber building seated 200 people and sometime later a hall and a vicarage were built nearby. This building was moved to another site in Anzac Street in 1917 after Takapuna had been created as a parochial district in 1900. In 1911 Takapuna became an independent parochial district and was given parish status in 1930.⁸⁷

The foundation stone of the present church on Killarney Street was laid in 1958 and dedicated by Bishop Gowing in March 1962. It was designed by Owen McKenzie & Foote Architects. The organ, which was donated by Sir Henry Brett in 1921, was relocated to the church in 1982 and since 1993 a Korean Church has shared the church and hall with the parish.⁸⁸

Anglican services in Milford were held in the St Paul's Anglican Hall from 1914 but the congregation had to wait till 1927 for a church building.⁸⁹ St Paul's by the Sea moved to the present site in Otakau Road in 1954. Services were held in the hall for the first five years before the present church was built, adjoining the hall, in 1959.

As settlement moved northwards as a result of the steam tram, the need for churches grew, and St John's Anglican Church at Campbell's Bay dates from the 1920s.

Places that represent this theme include:

St Peter's Anglican Church, Killarney Street
St Paul's by the Sea Anglican Church, Milford
St John's Anglican Church, Milford

6.1.2 Catholic Church

Until 1894 the North Shore diocese was administered from St Patrick's Church in Auckland. The first Catholic church services were held in 1893 in a small chapel on the second floor of St Joseph's School for Boys, established by the Sisters of Mercy. This stone building was formerly St Mary's Industrial School for Maori and Pakeha boys, which opened in 1849. Also known as an orphanage, this building was used for accommodation and recreation and was partially burnt down in 1923, after which time services were held for a brief period in the former farm manager's cottage.

⁸⁷ www.takapunaanglican.co.nz

⁸⁸ *Takapuna Central Area Heritage Overview*, p.39.

⁸⁹ Verran, p.232.

In the early 20th century a large building was erected in front of St Joseph's School, which had two classrooms and a chapel where services were held. The Catholic Parish of Takapuna was established in 1919 and in 1923 the chapel building was moved to the present church site. When the new St Joseph's Church was built in 1966 the old wooden building was moved back to be used as a hall by the school and church. It has since been demolished.⁹⁰ St Joseph's Church stands in a precinct with the St. Joseph's Primary School and Rosmini Boys' College. The church was designed by Nyall Coleman Gibson and Associates, who also designed the Rosmini College buildings.

The Catholic Church of St Vincent de Paul in Milford, a brick building with a clay tile roof on the corner of Fenwick and Shakespeare Roads, dates from 1949.

Places that represent this theme include:

St Joseph's Convent and Catholic Church, Taharoto Road, Takapuna

Catholic Church of St Vincent de Paul, corner Fenwick Avenue and Shakespeare Road

6.1.3 Methodist Church

The first Methodist church in Takapuna was built at 429 Lake Road in 1883. It was a wooden structure, which was replaced in 1923 by a church designed by Fred Souster in the Spanish Mission style. This is now used as the hall. The present Church, opened in 1959, was designed by Wilson Moodie and Gillespie Architects and is connected to the earlier hall.⁹¹ All Hallows' at Campbell's Bay was built in 1951.



Fig. 32. Takapuna Methodist Church, 1905. North Shore Libraries, T0917.

Places that represent this theme include:

Methodist Church, 429 Lake Road Takapuna

All Hallows Methodist Church, 218 Beach Road Campbell's Bay

⁹⁰ *Takapuna Central Area Heritage Overview*, p. 38.

⁹¹ *Ibid*, p. 39.

6.1.4 Presbyterian Church

Presbyterian services began at the interdenominational chapel-cum-school room built on Mr Menary's land in Northcote Road. Regular services for North Shore Presbyterians began in Devonport in 1892.



Fig. 33. St George's Presbyterian Church. North Shore Libraries, T6896.

The first St George's Church, Takapuna, was built in 1902 on the corner of Anzac Street and The Terrace. The present church, built on the same site in 1965, was designed by Thorpe Cutter Pickmere Douglas and Partners and the older church was used as hall until its demolition in 1974. It was replaced by the Kernohan Hall in 1980. The church retains its Manse on the Collins Street / The Terrace corner, designed by Auckland architects Holman and Moses in 1920.

Places that represent this theme include:

St George's Church, 2 The Terrace / corner Anzac Street
St George's Manse, 2a The Terrace / corner Collins Street

6.1.5 Other Denominations

Other denominations represented in Takapuna include the Baptist Church, Milford (1914, now demolished and replaced with a larger church), the Church of Jesus Christ of Latter Day Saints (1958), First Church of Christ Scientist (1952), Takapuna Bible Chapel, Christian Brethren at Hauraki Corner (1930s), North Shore New Life Christian Fellowship on the corner of Akoranga Drive and Kitawao Streets, and Church of the North Shore, on the corner of Taharoto and Northcote Roads.

Religious observation was not always confined to a church building or was the exclusive concern of a particular denomination. Missions for Children were held on Takapuna Beach in the 1920s by the Rev. Palgrave Davy, a retired missionary from China.⁹² He told jokes and riddles and encouraged children to build sand castles, enter competitions and sing hymns.

⁹² *Takapuna, People & Places*, p. 103.



Fig. 34. Milford Baptist Church, c.1914. North Shore Libraries, T0398.

Places that represent this theme include:

Baptist Church Milford
Christian Brethren, Hauraki Corner
Christian Science Church
Church of Jesus Christ of the Latter Day Saints

6.2 Education

6.2.1 Preschool Education

St Anne's Kindergarten, established by the Takapuna Anglican community in Gibbons Road (behind the current library) in 1932 to provide preschool education, grew to become a private primary school with boarding facilities, but closed in 1971.⁹³

In Milford, the Auckland Kindergarten Association opened the Milford kindergarten in Pierce Road in 1959. The building was designed by the influential Group Architects and Wilson and Juriss, who also designed kindergartens in Bayswater and Torbay.

6.2.2 Primary Education

Primary education in Takapuna began with St Mary's Roman Catholic College, established in 1849 at the head of Shoal Bay. It was also known as Shoal Bay School.

In the mid-1850s B Menary gave one acre from his farm in Northcote Road for an Udenominational church and school. Timber for the building was pit sawn on Waiheke, towed to Barry's Point and carted to the site where the school and a schoolmaster's house were built. This was a half-time school with children from Northcote and Takapuna attending on alternate days. Catholic children attended St Mary's, but even when settlement spread beyond a comfortable walking distance they were not permitted to attend the Udenominational Church school.

The first Government primary school, known as the Lake School, was built on the corner of Taharoto and Northcote Roads in 1879. This building was moved to a more central site in Anzac Avenue in 1900, and

⁹³ St Anne's School, see http://en.wikipedia.org/wiki/Kristin_School

is the present Takapuna Primary School.⁹⁴ The teacher's house was on the south-west Taharoto/Northcote Road corner, where the Church of North Shore now stands.

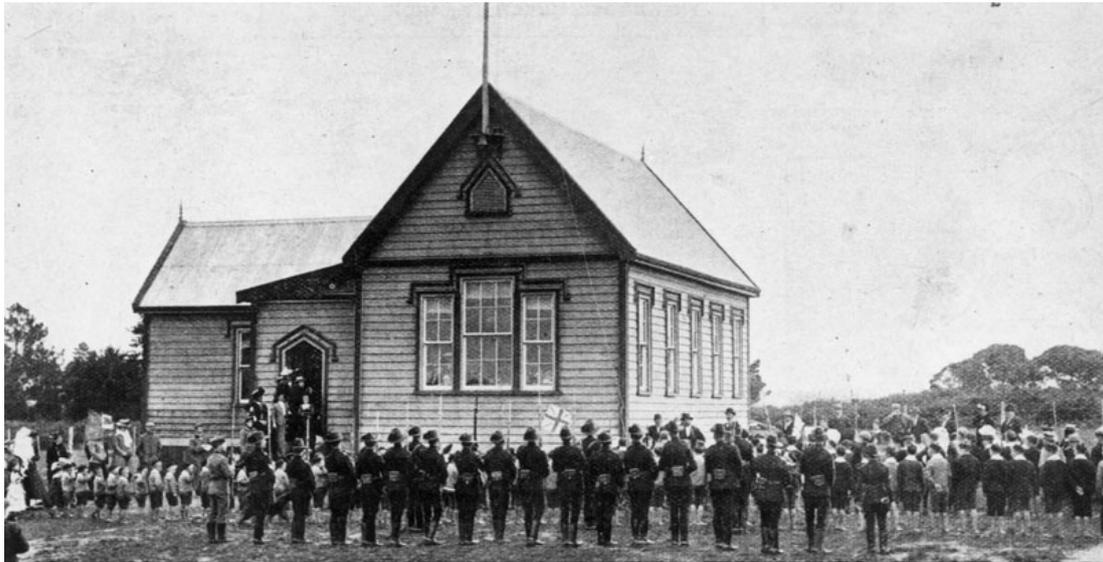


Fig. 35. Takapuna Primary School, 1902. North Shore Libraries, T0432.

In response to the growing population, the Education Board bought a site for a side school at Milford in 1920.⁹⁵ The original building was replaced in 1943 with the existing block of 'open air' primary school classrooms designed by AB Millar. These 'healthy' classrooms were an Education Department innovation, which was adopted throughout the country.

Hauraki Primary School opened in 1954 in Jutland Road and Sunnybrae Normal Intermediate and Takapuna Normal Intermediate opened in 1970. The private St Anne's primary school and secondary school in Takapuna closed in 1971.⁹⁶

6.2.3 Secondary education

Secondary education was originally available only in Auckland City. Many North Shore children boarded in the city during their school years. With the introduction of the more efficient steam tram service a daily journey from the Shore became possible. In 1927 Takapuna Grammar School opened in Lake Road, to provide more convenient local secondary schooling. Built to the design of architect WA Cumming, who had a long association with other Auckland Grammar Schools, it included an extensive technical section to prepare pupils for work at the naval base and Calliope dock.

In the mid-1950s, in anticipation of a population influx resulting from the construction of the harbour bridge, the Education Department bought two sites for Westlake Boys' and Girls' High Schools. At first Westlake Co-educational High School opened in 1957 with 117 pupils on the site set aside for Westlake Girls' High. The separation of the two schools occurred in 1962 when the boys moved to the Forrest Hill site.⁹⁷

Catholic secondary education is provided by Carmel College for girls (1957) administered by the Sisters of Mercy and Rosmini College for boys (1966), the latter sharing the Taharoto Road site with St Joseph's Church and the primary school of the same name.

⁹⁴ Titchener, *Beginnings*, Vol. 3, p.18.

⁹⁵ Ibid.

⁹⁶ Verran, p.82.

⁹⁷ *North Shore Expands*, p. 70.

6.2.4 Tertiary Education

At the tertiary level, Auckland University and Seddon Memorial Technical College both in Auckland City, provided education for Takapuna students until the mid-1960s. In 1966 North Shore Teachers' College was built on the Tank Farm (Akoranga) site as an extension of Auckland Teachers' College. This facility was later taken over by Auckland University of Technology (formerly Seddon Memorial Technical College and Auckland Technical Institute) for their Akoranga Health Sciences Campus.

Places that represent this theme include:

Kindergarten, 14 Pierce Road.

Takapuna Primary School, Auburn Street, corner Auburn, Anzac and Killarney Streets

War Memorial Gates, Takapuna Primary School, Anzac Street

Takapuna Grammar School, Lake Road.

St Joseph's Convent, 2 Taharoto Road.

Hauraki Primary School, Jutland Rd, Takapuna

Milford Primary School, Shakespeare Road, Milford

Takapuna Normal Intermediate School, Taharoto Road

Westlake Girls High School, Wairau Road

Westlake Boys High School, Forrest Hill Road

Rosmini College, Dominion Street

6.3 The Arts

In the 1920s Takapuna was still a seaside holiday destination and had many simple baches, which provided cheap accommodation for aspiring writers. They were attracted to the community with its informal lifestyle and relative proximity to 'town', by ferry from Devonport.

What could be described as the first North Shore literary centre was a small bach at Castor Bay. Author Jane Stronach, then in her 80s, made her garden bach available to poets D'Arcy Cresswell, RAK Mason and novelist Jane Mander. Roderick Finlayson and Robin Hyde were frequent visitors.

Frank Sargeson's little bach in Esmonde Road became another literary nucleus for New Zealand writers who came from all over the country for the best literary conversation in Auckland. Many, including Janet Frame, stayed in the army hut (long since demolished) in his back yard.

Other writers include CK Stead, who lived for a while in Takapuna, set his novel *All Visitors Ashore* at the northern end of the beach.

Bruce Mason, perhaps New Zealand's best-known playwright, grew up at the bottom of Ewen St. His coming-of-age experiences on Takapuna beach are portrayed in his play, *The End of the Golden Weather*. The Bruce Mason Centre theatre complex, opened in 1996, is a lasting tribute to his memory.

Notable poets have also lived on the Shore. Allan Curnow, the elder statesman of NZ poets, lived at the bottom of Jutland Road, and his poet son Wystan grew up there. Poet Sam Hunt was brought up at Castor Bay.⁹⁸

A member of this literary circle was portrait photographer and graphic designer Clifton Firth, known for his portraits of Eric Lee Johnson, ARD Fairburn and Ngaio Marsh. His house at 9 Kitchener Road still stands.

Another Takapuna resident who enjoyed popular acclaim in the arts was Gordon Minhinnick or 'Min', cartoonist for the *New Zealand Herald*. His satire and wit delighted readers and he was particularly apt at showing the machinations of politicians over the building and funding of the harbour bridge.

⁹⁸ *Takapuna Jubilee*, p. 144.



Fig. 36. Frank Sargeson's bach, Esmonde Road. Salmond Reed Architects.

The contribution of writers and their place in the cultural life of the North Shore is described in a booklet *North Shore Literary Walks*, a heritage trail through Devonport and Takapuna.⁹⁹

Places that represent this theme include:

- Frank Sargeson's Cottage, 14a Esmonde Road, (NZHPT Category I Reg No 7540)
- Bruce Mason Centre, Hurstmere Road / The Promenade
- Lake House Community Arts Centre, Fred Thomas Drive
- Clifton Firth House, 9 Kitchener Road Milford

6.4 Cinemas and Halls

In the 1920s the arrival of 'motion pictures' saw the construction of many suburban picture theatres. The Picturedrome cinema, in Milford Road opened on 22 December 1922. At that time films were followed by dancing with a live band, and in 1928 the theatre was promoted as: '4000 square feet of perfect floor with pretty decorations, hundreds of coloured lights and an air of gaiety'.¹⁰⁰ It was reportedly the largest dance floor in New Zealand.

Competition for the Picturedrome soon arrived with the Bridgeway Cinema at the bottom of Sheriff's Hill. This was built with the idea of generating electricity by means of a water-wheel in the Wairau Creek. The enterprise lost out to the bigger Picturedrome and was taken over by them. It was renamed the Green Mill, and besides showing films became a roller skating rink on Saturdays. The Green Mill was also used as a boxing gym and for meetings of community groups, including the Harbour Bridge Association in February 1928. It burnt down a few years later.¹⁰¹

⁹⁹ *North Shore Literary Walks*, North Shore City Council, April 2002.

¹⁰⁰ 'The Picturedrome, Fun Merchant', *Takapuna, People & Places*, p. 90.

¹⁰¹ *Ibid.*



Fig. 37. Bridgeway Theatre, Milford, 1925. North Shore Libraries, T1591.

As the movies became more and more popular, additional cinemas were built, such as the Gaiety in Anzac Street, which is now the Berkley Cinema and still operating as a movie theatre.

Other popular entertainment was provided by Ye Olde Pirate Shippe at Milford, Auckland's most swinging nightspot from the late 1920s until WWII, whose big brass bands playing on two floors were immensely popular.¹⁰² There was a sweet shop, tearooms and a penny arcade with slot machines. However, the Depression and WWII took their toll and after a short post-war revival it was demolished in 1957. The area became Milford Reserve.

Live performances can now be seen in the Pumphouse Theatre, formerly the area's reticulated water pump house at Lake Pupuke, which opened in 1977. It is available for amateur performances and an open air amphitheatre nearby hosts the annual summer Shakespeare play.

On a larger scale, the Bruce Mason Theatre was built by the North Shore City Council and opened in 1996. It is used as a centre for performing arts, exhibitions and theatre with both national and international events being held there. Complementing such entertainment venues are the community and church halls, the latter being provided by the churches for their respective congregations, usually on the church site itself.

After WWII a large number of community war memorial halls were built with a government subsidy. In this category is the Takapuna War Memorial Hall, which is part of the council precinct in The Strand, Takapuna.

Places that represent this theme include:

- Pumphouse, 37 Killarney Street, Killarney Park
- Bruce Mason Centre, Hurstmere Road / The Promenade

¹⁰² Takapuna, *People & Places*, p. 93.

6.5 Local Media

Early European settlers eagerly sought news from 'home' as well as from local sources. The Auckland newspapers *The Southern Cross* and the *New Zealand Herald* employed journalists to board incoming vessels while still offshore to get the news first for their publication. Henry Brett, who later began *The Auckland Star*, began his career this way.

Newspapers for the North Shore began to appear in the early 1880s. The first was the weekly *Waitemata Messenger*, which covered the area from Devonport north to the Wade River, and westwards to Riverhead. Proprietor and editor GE Alderton published the first issue on 7 June 1885 from his offices at the bottom of Queen Street. The circulation increased to 3,000 before he sold it to James Sibben in 1896. The new owner transferred the publication to Devonport but it ceased upon his death in 1901.

The Waitemata Times, also a weekly, began in 1910, and was printed in Clarence Street, Devonport. The name changed to the *Waitemata Post* the following year and then to the *Waitemata News* in 1912 before it ceased publication in October 1913.

The *News'* demise could be attributed to the publication of another weekly, *The County Standard*, the first issue of which appeared in August 1913. It was printed by the Walsh Printing Co. in Albert Street. The shortage of newsprint during WWI brought an end to this publication in 1916. It had developed from a paper called *The News*, which circulated in Northcote and Birkenhead. At the same time, between 1912 and 1914, JC Blomfield published the weekly *Victoria Mirror* in Takapuna.

No other paper was published on the Shore until the 1949 when RA Ryan of Stanley Point brought out the first issue of the *North Shore Times* published in Fleet Street Devonport. In 1954 a rival free paper, the *North Shore Advertiser* began publication from Takapuna. In June 1966 the two papers merged to become the *North Shore Times Advertiser*. This became a free publication reporting on community issues and news. In 2004 it was taken over by Fairfax and belongs in its stable of community newspapers.¹⁰³

Places that represent this theme include:

None identified.

6.6 Sport

Organised recreation is centred on the numerous sports clubs, their grounds and clubrooms that exist in Takapuna. In Victorian times tennis and croquet were popular sports for both genders. Many of the fine homes around the lake had their own tennis courts, and summer tennis parties were a popular form of entertainment. The first tennis club was organised by Mrs Shakespeare, who invited holidaymakers to play on the court at her Milford home (now Mt Carmel Convent). Club members had two additional courts built and named themselves the Round the Lake Club.

The forerunner of the Takapuna Tennis Club was on O'Neill property and hence was called the O'Neill's Avenue Club. When the Takapuna Tennis Club was established in 1912 most of the players moved over to the new club in Bracken Avenue.¹⁰⁴ The Lake Pupuke Tennis Club was formed somewhat later in 1934 and has courts at Taharoto Park.

The Takapuna Tennis Club shared land with the Takapuna Bowling Club and also catered for croquet. EW Alison, as Mayor of Takapuna Borough Council, set aside land in Byron Avenue / Bracken Avenue in 1913 for these clubs, and they remain there today. The first few meetings of the newly elected Council were held in the club pavilion. Other bowling clubs include the Takapuna Returned Services Bowling Club formed in 1947 in Mary Poynton Crescent.¹⁰⁵

¹⁰³ Titchener, *Beginnings*, Vol. I, p. 25. Verran, p. 264.

¹⁰⁴ Titchener, *Beginnings*, Vol. 4, pp.13, 14.

¹⁰⁵ *Ibid*, p.11.



Fig. 38. Kitchener Park Tennis Club, 1934. North Shore Libraries, T0548.

Informal recreation is provided by easy access to good swimming beaches and to Lake Pupuke, both features that residents have enjoyed since the earliest days of settlement. By 1926 the popularity of Milford as a swimming beach for both residents and visitors, led to the formation of the Milford Surf Life Saving Club, and this male-only club was followed by the Milford Girls Surf Club in 1937.¹⁰⁶

The Devonport Steam Ferry Company built a seawater swimming pool in 1936 at Milford next to the Olde Pirate Shippe with high diving platforms and chutes. People came from all over Auckland particularly for its length, as long-distance certificates could be swum for. The pool was taken over by the Takapuna Borough Council in 1945, but was closed down by the Health Department and then demolished in 1973. Indoor swimming facilities are now available at the Takapuna Leisure Centre.

Sailing and boating have always been popular, and the Takapuna Boating Club was established in 1914 on the shores of Shoal Bay, Bayswater. In the late 1960s a new purpose designed clubhouse was built on the Gould Reserve on the edge of the business district at Takapuna Beach. The older Bayswater building is now used for training young sailors.

Lake Pupuke is home to several clubs. The North Shore Rowing Club, founded in 1874 is one of the country's oldest and largest clubs, and the more recent Pupuke Boating Club in Sylvan Park was founded in 1958. At Milford the first group of boating enthusiasts, the Wairau Boat Club, decided to remove the rock and sand bar at the entrance to the creek. They worked every weekend over the summer of 1921. Smale's Quarry provided the gelignite to break up the rock, which used to form the channel for the stream. Disaster struck the following year when north-easterly gales piled the rock and sand into the entrance and the group disbanded.¹⁰⁷ The Milford Cruising Club, headquartered at the Milford Marina, was formed in the 1960s.

As an alternative summer sport to tennis, yachting and swimming, the original Takapuna Cricket Club was founded in the 1920s and re-established in 1950 as the Takapuna District Cricket Club. The club

¹⁰⁶ Titchener, *Beginnings*, Vol. 4, p.44. *Takapuna, People & Places*, p.118.

¹⁰⁷ Titchener, *Beginnings*, Vol. 1, p.43.

plays at the Taharoto Park grounds, which are owned and administered by the Auckland Council. Other sporting organisations in Takapuna include the Takapuna Rugby Football Club, which was established in 1934 and relocated to the Onewa Domain in 1973. This park is also home to the Netball Complex.



Fig. 39. Croquet at E.W. Alison's home *Lochaber*, c 1900. North Shore Libraries, T1490.

Places that represent this theme include:

- Carmel College, 116 Shakespeare Road Milford
- Takapuna Bowling Club, 9 Bracken Avenue
- Takapuna Aquatic Centre (North Shore Leisure), 37Killarney Road
- Milford Tennis Club, 18 Dodson Ave, Milford
- Castor Bay Tennis Club, 15 Midway Ave, Castor Bay

6.7 Community Organisations and Facilities

Historically, community facilities were often funded by local residents. One example of this was the Takapuna Subscription Library, established in 1879. A site was purchased for a new library in 1913, but due to lack of funds nothing was built, and the library moved into a room in the Strand Chambers in 1923, where it was run by voluntary labour until it closed in 1955. Land at the Strand was gifted by R & W Hellaby, and with the assistance of two bequests, the Council was able to build a new library, which opened in 1956. Miss Fanny Trimble's bequest is commemorated by a plaque on the wall. The building was designed by Bartlett and Bartlett Architects, with a second storey designed by Sargent Smith and Partners added in 1962.

In the 19th century, before the advent of the welfare state, a number of friendly societies such as freemasons lodges existed to provide a welfare network for members and their families. These organisations continue today, with many other not-for-profit volunteer groups working in the community with the disabled, elderly, migrants and youth. Such groups often work in partnership with local and central government.

Fire fighting for the Shore fell to the North Shore Fire Board which had responsibility for four Boroughs; Devonport, Takapuna, Birkenhead and Northcote, and was constituted in March 1948. A six-acre block

was bought in Killarney Street for headquarters and the North Shore Fire Station was opened there in 1959.¹⁰⁸ The building was designed by architects Walker, Hillary and Swan and built by Neil Dougan Ltd.

Other community facilities include the former Takapuna Plunket Clinic, now the Information Centre in Hurstmere Road, designed by AN Goldwater. In addition, a number of service clubs and special interest clubs and societies, such as the Takapuna RSA (1936) also exist as an essential part of civil society.

Council funding is provided for a number of community houses and centres, as well as the Citizens' Advice Bureau [CAB] and the Mary Thomas Centre, which is a venue for various community assistance organisations.

Places that represent this theme include:

Ladies Restroom, 47 Hurstmere Road
North Shore Bridge Club, 39 Killarney Street
Takapuna Fire Station, 41 Killarney Street
Mary Thomas Centre, 3 Gibbons Rd, Takapuna

6.8 Remembering the Past and Preserving it for the Future.

Tangible reminders of the past are seen in the built heritage of Takapuna, which has been passed to us by previous generations.

Most communities have memorials and plaques to commemorate significant local and national events and many have WWI and WWII memorials.

In Takapuna, the War Memorial Gates at Takapuna Primary School were dedicated by Governor General Lord Jellicoe, in 1923, in memory of 107 men and one nursing sister who served in WWI and 16 ex-pupils who died in the conflict. The gates were restored and rededicated in 1988 by Governor General Sir Paul Reeves.

Until 2002, Takapuna had no official war memorial. The Roll of Honour near the North Shore City Council buildings was dedicated at that time and is the focus for the present-day Anzac Day activities. In addition, a plaque at the entrance to the library remembers those who served in Korea, Malaya, Borneo and South Vietnam.

Other memorials include the Kate Sheppard Plaque in Hurstmere Road, which commemorates women's suffrage in 1893, a plaque on the former tram barn site in Potters Park (Anzac Avenue/Lake Road) commemorating transport on the North Shore, and a commemorative sign in the front garden of Frank Sargeson's house in Esmonde Road.

The past is also remembered through repositories of historical information such as the Local History Collection of the Takapuna Public Library and the North Shore Historical Society. Local history is also celebrated each year by the Heritage Festival co-ordinated by North Shore City Council (now the Auckland Council).

Places that represent this theme include:

War Memorial Gates (WWI), Takapuna Primary School, Anzac Street
Takapuna War Memorial Hall, 5 The Strand, Takapuna
Kate Sheppard plaque, Hurstmere Rd, Takapuna

¹⁰⁸ *Takapuna Jubilee*, p.72.