

# Pukekohe Heritage Survey

FINAL

**Auckland  
Council**  
Te Kaunihera o Tāmaki Makaurau



# Historic Context Statement

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# Glossary

## Acronyms

Auckland Council	AC
Auckland Libraries	AL
Alexander Turnbull Library	ATL
Agricultural and Pastoral (Society/Show grounds)	A & P
Auckland Heritage Surveys	AHS
Australia and New Zealand Banking Group	ANZ
Auckland Savings Bank	ASB
Auckland War Memorial Museum	AWMM
Bank of New Zealand	BNZ
Deposited Plan	DP
Franklin Electric Power Board	FEPB
Geographic Information Systems	GIS
Housing New Zealand Corporation	HNZC
Heritage New Zealand	HNZ
Historic Context Statement	HCS
Land Information New Zealand	LINZ
New Zealand Text Collection	NZTC
Proposed Auckland Unitary Plan	PAUP
Pukekohe Heritage Survey	PHS
Returned Services Association	RSA
Rural Urban Boundary	RUB
South Auckland Research Centre	SARC
Sir George Grey Special Collections	SGGRC
Significant Ecological Areas	SEA
Special Housing Areas	SHA
South Auckland Research Centre	SARC
World War One (I)/ World War Two (II)	WWI/ WWII

Pukekohe Heritage Survey- Historic Context Statement

# 1 CHAPTER ONE: LAND AND PEOPLE

This section outlines features within the physical environment of natural and, or cultural heritage interest. The natural landscape is a significant underlying theme as it forms the backbone of the place the community inhabits; it provides significant amenity value and has the potential to be of scientific and, or ecological value. Places of interest can include volcanic features (maunga), scenic reserves, soils, indigenous flora and fauna, waterways, as well as numerous other natural features. The specific traditional relationship of Mana Whenua with the area is also broadly discussed within chapter one.

## 1.1 Geology

*The following is a summary from the geological report. Refer to Appendix 2 for the full report, prepared by Bruce Hayward as a separate module within the Pukekohe Heritage Survey. The report sets out in detail the geological features in the study area and includes recommendations for their future management.*

The South Auckland Volcanic Field has received far less attention from geologists than its younger, better preserved and more accessible volcanic fields in Auckland. The Pukekohe Heritage Survey area is underlain by volcanoes of the 1.6-0.5 million year old South Auckland Volcanic Field. Ten of the over 80 volcanoes in the field occur in the study area – one well-preserved deep explosion crater with tuff ring (Pukekohe East Crater), one large (Pukekohe Hill) and two small (Puni Domain, Pollack Road) shield volcanoes, and the eroded remnant arcs of six tuff rings and their enclosed craters (Rooseville North and South, Helvetia, Pukekohe North, and Paerata North and South). Helvetia Tuff Ring and crater are newly recognised as a volcano as a result of this heritage survey.

Six geological features have been identified as being of particular note in the study area:

**Pukekohe East Explosion Crater** has been given a nationally important classification by the Geoscience Society of New Zealand's Geopreservation Inventory and has been scheduled as an *Outstanding Natural Feature* in the Proposed Auckland Unitary Plan (PAUP). It is the most prominent, best preserved and deepest crater in the South Auckland Volcanic Field, and is among the most well preserved basaltic explosion craters in New Zealand.

**Pukekohe Hill** comprises the steeper upper parts of one of the largest and most prominent shield volcanoes in the field and has high landscape values. It is however, quite densely subdivided at its base and lower slopes. A reserve on the peak of the hill provides panoramic views over most of the district. The tops of two smaller shield volcanoes occur to the northwest of Pukekohe Hill.

The steep sided peak of the **Puni Domain shield volcano**, located within the domain, is an important natural feature. The spectacular bluffs of bedded tuff forming the inner north east side of Paerata Tuff Ring are one of the largest and most visual bluffs in the field.

The **low tuff bluffs** running through the northern lower side of Roosevill Park are easily accessible and record some of the eruption history of the volcano. The **Cape Hill Reserve tuff bluffs** are easily accessible and highly visible. They also record some of the eruption history of this volcano with spectacular examples of volcanic bombs sitting in their small impact craters where they landed in the soft ash.

The two 95 and 103 metre high knolls at the northern ends of Jutland and Adams Roads that form part of the **Helvetia Tuff Ring** are prominent important natural features.

Also worthy of note as a feature is the soil. The Pukekohe area is predominantly covered with highly fertile red-brown volcanic soil, which developed from weathered Hamilton Ash on the slopes of shield volcanoes. As is discussed in the *Work* chapter, these soils are of immense economic importance as well as having historical and social associations with market gardening. Over time, this land has been under threat from encroaching urban subdivision.

## 1.2 Natural Environment

The present day natural environment of Pukekohe is at variance to how it appeared prior to European settlement. Where once densely populated with bush, in particular puriri and kohekohe trees, this was felled en masse in the initial years of European settlement from the 1850s through to 1880s. A level of much less intensive cultivation and natural resource depletion also took place through the earlier Māori occupation.



**Figure 1** Illustrates the extensive tree felling that took place during European settlement of Pukekohe. Photograph possibly taken c .1885. Auckland Libraries. Manukau Research Library, FRA: I, 5, Footprints, 02371.

The above image, one of the better known of the frontier faces of early Pukekohe, shows the remains of felled trees in the forefront, and the extensive felling that has taken place to establish the commercial and residential development in the right of the image.

### 1.2.1 Landscape Characteristics

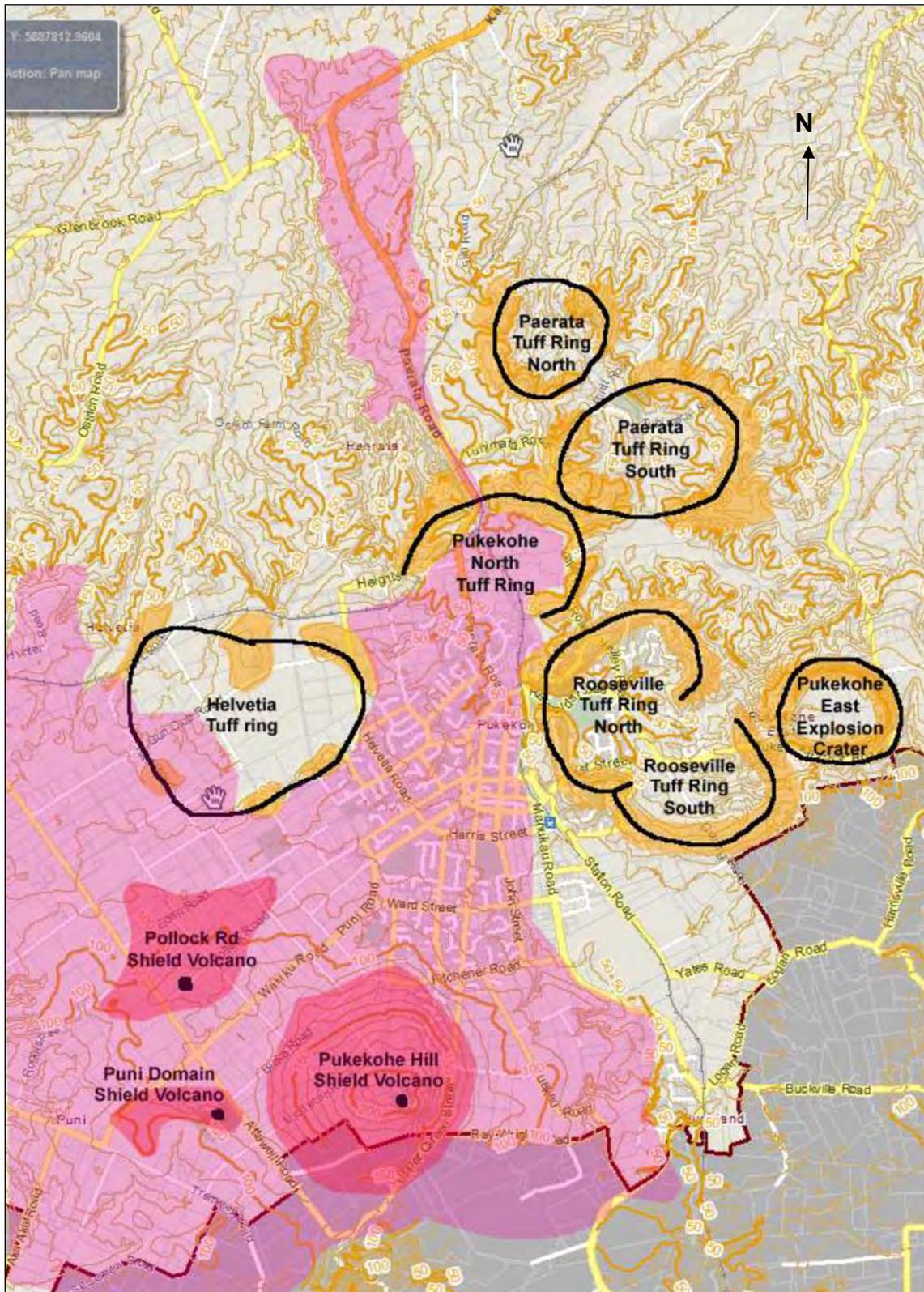
The northern portion of the study area is characterised by varied hill terrain. The area to the east of Paerata and Sim Road which forms the study boundary contains high scenic amenity values. There is an existing *Outstanding Natural Area* set out in the PAUP in this vicinity; however the wider area is also of landscape value, in particular the Tuhimata Bluff and views to the bluff.

The northern portion of the Pukekohe area is dominated by the Pukekohe East Tuff Ring on the eastern side of Pukekohe East Road. The landscape to the immediate north and south of the crater is characterised by varied hill slope and gully terrain. Further south between Station Road and Goulding Road the landscape is gently rolling with a rural- residential and rural production character.

The western extent of the area forms part of a wider lowland working landscape, predominantly comprising market gardens and horticultural activities. The landscape is generally flat to gently rolling with some minor hill slope features, leading out to Puni.

The southern portion of the Pukekohe area is characterised by rolling terrain to the east and west, with Pukekohe Hill in the middle forming the dominant landscape feature. The area surrounding the Buckland settlement is characterised by pasture and natural drainage patterns of the Tuatenui Stream. The area west of Quarry Road predominantly comprises market gardens and horticulture.

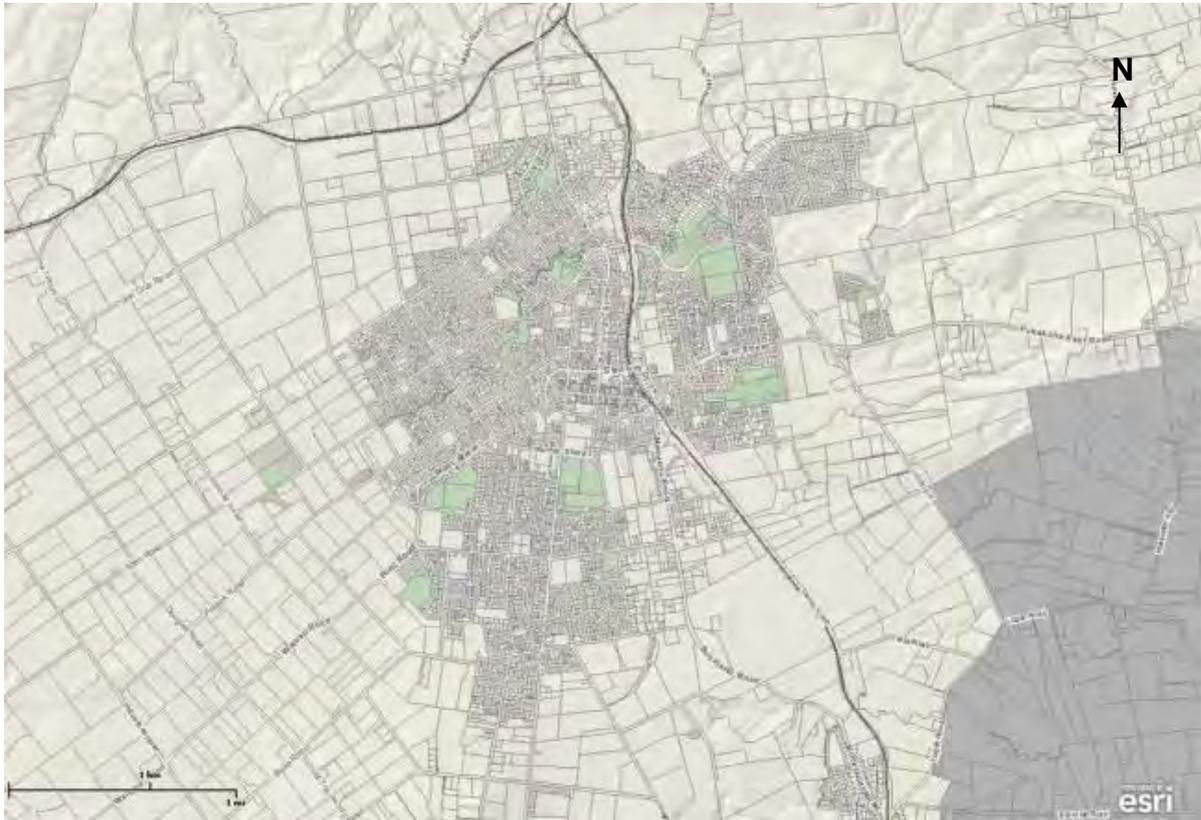
## Volcanic Features in the Study Area



**Figure 2 Geology of Pukekohe - Map of the Pukekohe and vicinity indicating the location of tuff rings and craters (orange), shield volcanoes (red) and the full extent of their lava flows (pink). Hayward, 2014:3.**

### 1.2.2 Reserves and Significant Natural Areas

There are still small remnant pockets with high natural heritage values remaining today, several of which are set aside as scenic or recreation reserves, while others are situated on private property. These sites provide a small glimpse of the former environment. Further discussion on parks and open spaces is set out within the *Ways of Life* chapter under the *Sports and Recreation* and *Remembering the Past* sections. These reserves often also have wider historical associations.



**Figure 1 Reserves in Pukekohe. GIS PAUP viewer 2013.**  
**The green areas indicate reserves in Pukekohe.**

The following are examples of reserves of some thematic historical interest from within the study area:

### 1.2.3 Roseville Park

Roseville Park also known as 'Rose Bush' was gifted to the people of Pukekohe by Elijah Rose in 1921. His vision and purpose for gifting the land was to enable the space to be enjoyed for its natural beauty by the local community.<sup>1</sup>

In 1859, at the age of 17 years old, Elijah Rose immigrated to New Zealand. He died in 1927, aged 84 years. Elijah was amongst the men who defended the Pukekohe East Church in 1863; he also became a Lieutenant in the Pukekohe Rifle Volunteers in 1872.<sup>2</sup> He made a contribution as an early local settler and therefore his ownership association to this piece of land is of historical interest.

As early as 1926, portions of the site were utilised as the Roseville Park Caravan Park periodically over the years up until the 1970s.<sup>3</sup> During World War II, American soldiers camped on the east side of the bush in Roseville Park. After the War, the area was used as a transit camp for Pukekohe families, due to the housing shortage at the time. Two water

reservoirs were built at the Totara Avenue entrance to the park.<sup>4</sup> The water reservoir continues to provide part of Pukekohe's water supply.

The reserve reportedly has the largest stand of native bush in the Pukekohe area. Approximately 60 per cent of the reserve is covered by native bush, most notably a large stand of Totara trees. The vegetation and open space is a significant visual feature in the town. Volunteers have more recently planted several hundred seedlings to enhance the forest habitat, with the bush providing habitat for a variety of native bird species and insects.<sup>5</sup>

Rooseville Park has several layers of thematic interest. Its association with the early Roose land holding, natural heritage values, associations to the infrastructure theme, as well as additional uses associated with the sites occupation as both a military camp in World War II, followed directly after as a transit camp during a severe housing shortage. Thereafter, part of the site also came to be a camping ground.

The reserve is set out as a scheduled *Significant Historic Heritage Place* (UID# 01557) and a *Significant Ecological Area* (SEA) in the PAUP.

#### 1.2.4 Hickey's Spring Reserve

Situated off Paerata Road, between Crisp Avenue and Seddon Street, is the Hickey's Spring Recreation Reserve. The reserve is in bush with streamside vegetation and pasture, with a slight undulating topography in areas. An open portion of the Whangapouri Stream runs through the site. Records indicate that in the vicinity of the present day reserve was a flour milling operation in the 1890s, along the banks of the stream. The mill was on land owned by Jeremiah Hickey. The Hickey's Spring reservoir later became a popular local picnic and swimming spot. A portion of the water race appears to remain.

After the construction of Pukekohe's first waterworks in 1912, Hickey's Spring became the source of Pukekohe's water supply. The water was originally dammed, but later a series of underground collector pipes were installed to collect water directly from the spring.<sup>6</sup> The site has both natural values and also archaeological interest, with remains of a former flour mill operation (race course) present on the edge of the stream bank.



Figure 4. View of the dam at Hickey's Spring early 1900s. Price, William Archer, 1866-1948: Collection of post card negatives. Ref: 1/2-001336-G. Alexander Turnbull Library (ATL), Wellington, New Zealand.

### 1.2.5 Paerata Scenic Reserve

Paerata Reserve on Paerata Road was constituted a Crown Public Reserve in 1921. In 1958, the reserve was redefined as the Paerata Scenic Reserve and its control vested in the Franklin County Council. It was classified as a Scenic Reserve pursuant to the *Reserves Act 1977* in October 1979.<sup>7</sup> As at 1981, the reserve was recorded as containing “a good example of mixed podocarp-hardwood forest with the canopy made up of Taraire, Karaka, Kohekohe and Puriri”.<sup>8</sup> To the rear of the site flows a small portion of the Whangapouri Stream. An unconfirmed, recorded archaeological site is indicated in the vicinity of the rear of the reserve, suspected as being the site of a 1890s flour mill.<sup>1</sup>

### 1.2.6 Pukekohe Hill Reserve

Forming the southern edge to the township, Pukekohe Hill is an important landscape feature. There are wide and expansive views from the reserve out to Pukekohe and beyond. The Pukekohe plateau, including Pukekohe Hill, also provides an important groundwater resource within the district. The place has potential for significance for its cultural and geological attributes as well as broader landscape qualities. (Also refer to the Geological report set out in Appendix 2).



**Figure 5 View out to Pukekohe and beyond from top of Pukekohe Hill Reserve. Photo: AC, January 2014.**

### 1.2.7 Natural Environment Maps

The following are a suite of maps spatially setting out natural landscape features of interest in the area. The stream networks relate to one of two stream sub catchments – the Whangapouri Stream (towards the Manukau Harbour, covering the vicinity of Paerata, Pukekohe and Pukekohe West) and Tutaenui Stream (towards the Waikato River in the vicinity of Buckland). The Mauku Stream also covers a small portion of the Puni area within the study boundaries. The Helvetia area, partially within the study area feeds into the Whangamaire Stream.

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<sup>1</sup> Preliminary field survey of the margins of the stream provided no indication of a former flour mill occupying this particular area. However, any above surface features may be difficult to view due to overgrown vegetation and possibly the eroding nature of any features within the stream.

The area has dispersed areas of scheduled notable vegetation. A number of notable trees are present on the outer edge of the town centre, in the vicinity of Harris Street and Edinburgh Street, while a second cluster is located near Victoria Street West and Belmont Road. This relates to the urbanised areas, with no vegetation scheduled via the notable tree schedule in the more rural portions of Pukekohe. It has not been identified whether any of the above notable trees are scheduled for 'historical' associations.<sup>2</sup>

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<sup>2</sup> The dataset does not set out those new notable trees recently added to the Auckland Council District Plan: Franklin Section via Plan Change 39, which introduced a significant number of trees to the Notable Tree schedule.

## SEA in the Pukekohe area

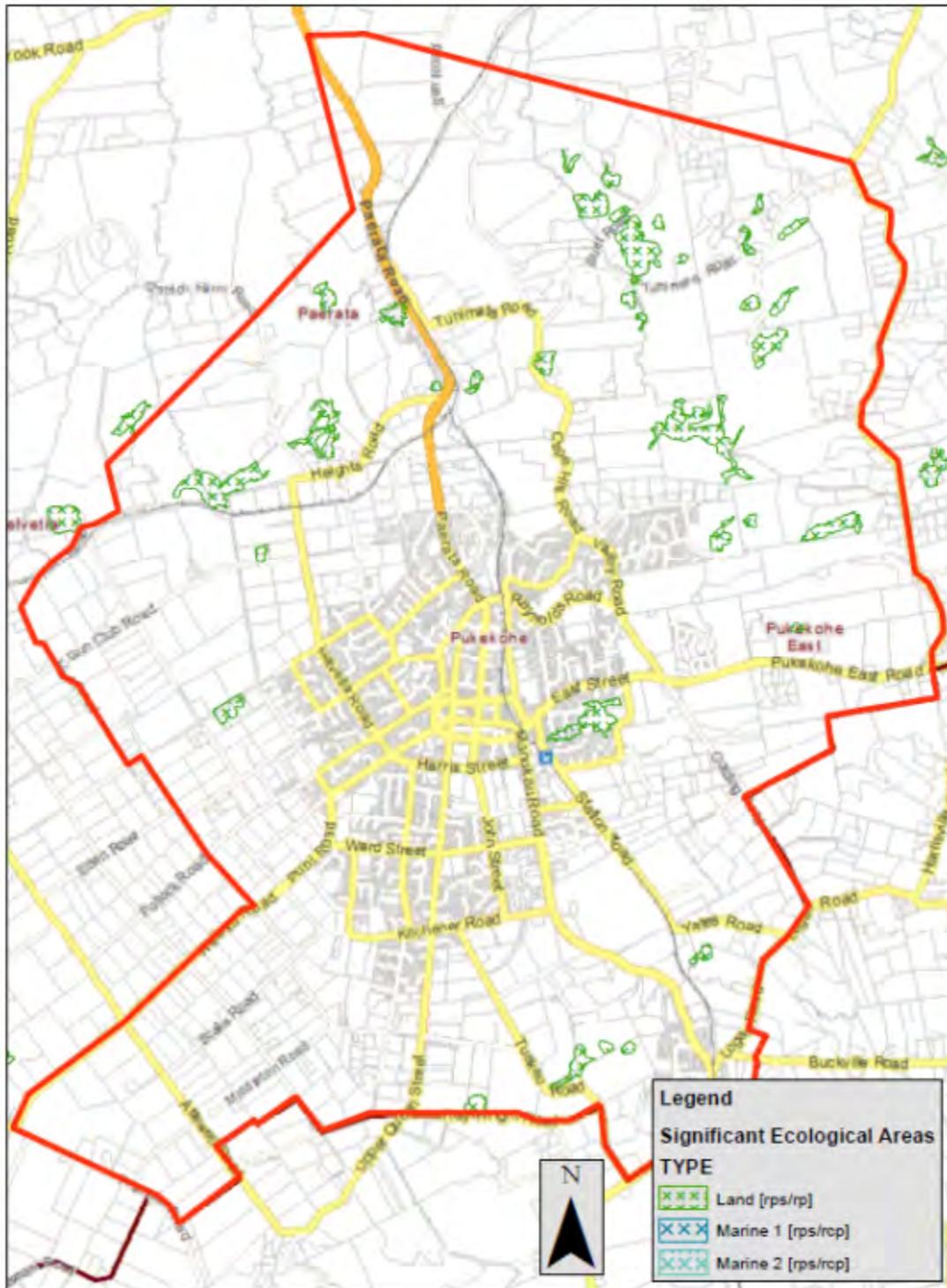


Figure 6 Significant Ecological Areas in the Pukekohe study area.<sup>3</sup>

<sup>3</sup> Underlying data based on Auckland Council PAUP GIS Planning Maps.

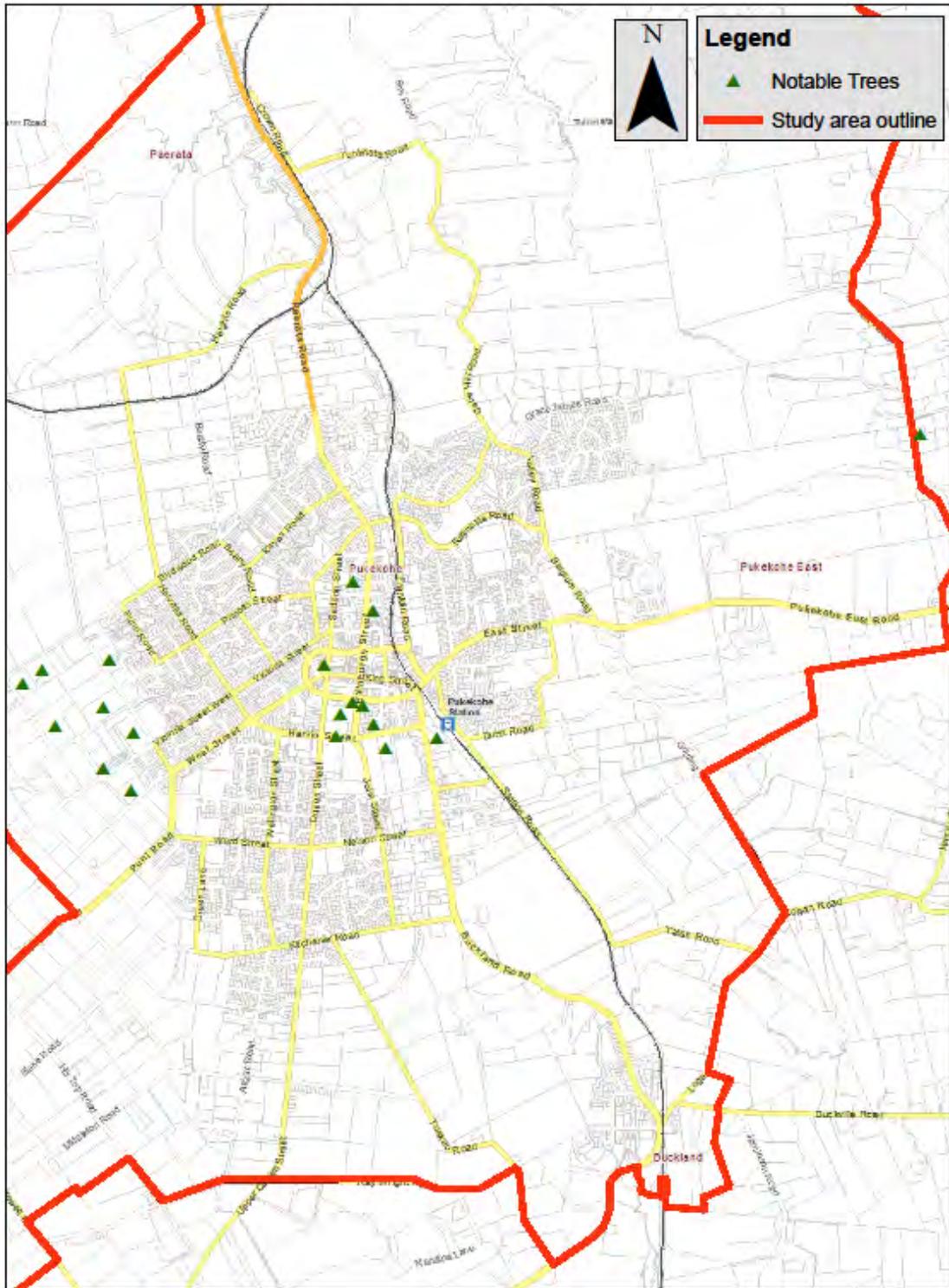
## Waterways in Pukekohe



**Figure 7 Waterways in Pukekohe.**

Streams within the study area, as well as those which feed into the area from slightly outside the study boundaries.

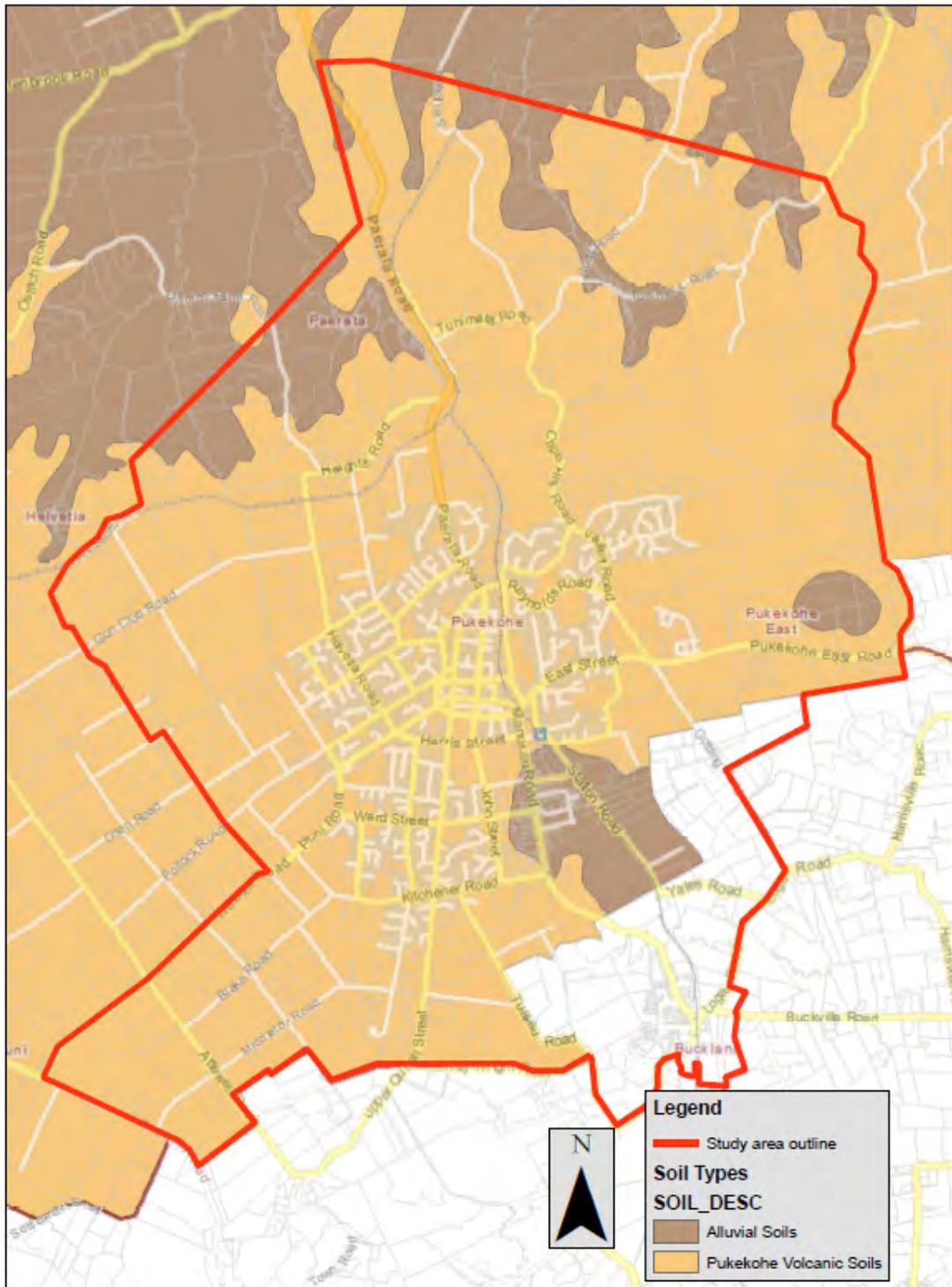
# Notable Trees in Pukekohe



**Figure 8 Notable trees in Pukekohe.**

(Note: This map does not include notable trees added via a recent plan change to the Auckland Council District Plan: Franklin Section.)

## Soil types in Pukekohe



**Figure 9 Soil types in the study area.**

(Note: Data is not currently held under this Auckland Council GIS layer in relation to the soil typology in Buckland. However, for clarification, the Buckland area consists of 'Pukekohe volcanic soil'. This map illustrates that the majority of the study area consists of Pukekohe volcanic soil, with small pockets of alluvial soil around Station Road and a portion of Manukau Road, as well as a small area in Pukekohe East, and up into Paerata).

## 1.3 Māori Relationships with the Area

Within Māori traditions, heritage is a living spirituality, a mana that transcends generations. It comes to life through relationships between people and places, and with both the material and the non-material world. Sacred and special (wāhi tapu) places to Māori can be either tangible or intangible. The intangibility of some wāhi tapu sites is a specific feature making its values quite different to archaeological sites alone, where archaeology prescribes the need for physical remains.

There are a small number of *recorded* Māori occupation sites dotted throughout the wider Pukekohe area, and several more known beyond the study boundaries. This indicates that there may be the potential for further formally unrecorded occupation sites or places of significance to be present within the area that may be of importance to Mana Whenua.

This chapter and the Māori occupation section set out under the *Building the Place* chapter has not undertaken primary research and does not identify *places of interest* for sites of potential significance to Mana Whenua. It instead draws upon key elements within the existing body of reports and literature, in order to broadly set the initial scene for Māori history and associations with the Pukekohe area.

Key reference documents include, the works of N. Morris, *Early Days in Franklin*, 1965 (republished 1999). A recent literature review drawing upon a combination of sources, prepared by Dr. A. McEwan, *Cultural Heritage Overview Report*, 2013 informing the Auckland Council Southern Rural Urban Boundary (RUB) project. As well as, the *Pukekohe West End Historic Heritage Assessment*, 2008, also prepared by Dr A. McEwan. While these documents provide a starting point, a definitive published history of the various different iwis occupation of, and associations with the Franklin area, in particular as it relates to Pukekohe, does not appear to have been comprehensively published to date.

Prior to European colonisation, there was a large Māori population in the wider area today called Franklin, with occupation and association with the area and its wider environs dating back many centuries. When Māori occupied the area, the local landscape was one of a significant portion of swamps, watercourses and bush. The natural environment served as a significant resource and provider, supplying kai (food), shelter (tāwharau), and other resources critical for survival.

Today, only small elements of this former landscape physically remain as they were during earlier Māori occupation; however, even where sometimes modified or no longer present, these places can remain important in the consciousness of Māori identity and culture of today's generations. These sites and places help in enabling whakapapa (likened to genealogy) back to tupuna (ancestors) for the tangata (people) of the whenua (land).

Several tribal groups have affiliations with Pukekohe and surrounding areas (i.e. the areas today known as Paerata, Helvetia, Puni and Buckland). The land in the present day vicinity of Pukekohe was primarily under the domain of Ngāti Tamaoho and Te Ākitai Waiohua. They had the primary interest in what became the Pukekohe West Block, whilst the interest of Ngāti Pou was to the south, closer to the Waikato River. Ngāti Te Ata's rohe (a boundary or territory, either geographic or spiritual) was to the west of both.<sup>9</sup>

### 1.3.1 Māori Place Names

The study area includes a number of place names of Māori origin. Understanding the meaning and origin of place names assists in understanding the history of the place. 'Pukekohe' in Te Reo (the Māori language) is a contraction of the phrase "*puke kohekohe*", which translates in English as '*hill of the koekoe tree*'. This is in reference to the extensive New Zealand native

mahogany forests that once covered the Pukekohe Hill area (the vicinity of which was to become a Māori Reserve in the 1840s- 1850s). Suggested names behind the naming of the small settlement of 'Puni' are thought to refer to 'an overnight resting place', or 'place of safety on the overnight journey'. For example, '*whare puni*', meaning a 'sleeping house'.<sup>10</sup> The name of the settlement of Paerata is a conflation of the Māori words '*pae*', meaning a ridge or resting place, and '*rata*', named after a large rata tree that grew on the ridge on Burt Road, Paerata.<sup>11</sup>

Further discussion on Māori occupation is set out under *Building the Place*, in relation to land confiscations and the initiation of colonisation.

## 2 CHAPTER TWO: GOVERNANCE

This chapter covers various elements relating to the governance of Pukekohe and surrounding settlements. Sub themes addressed within this chapter are *Local Government, Public Services and Facilities, Defence and Healthcare*. The *Governance* theme is closely related to *Infrastructure, Building the Place* and transcends themes relating to *Ways of Life*.

### 2.1 Local Government

#### 2.1.1 Overview of Local Government

This section chronicles the development of local government in Pukekohe. Places of potential significance associated with local governance can include municipal chambers and offices, depots, local government housing scheme areas, local services provided by the council such as fire and post services, as well as less direct associations such as the homes associated with notable former mayors and local members of parliament.

Some elements and roles of municipal authorities have remained similar over time, while others have changed considerably, due to accommodating changing demographic and social needs, as well as technological, and political circumstances. The early years of Pukekohe were punctuated by a myriad of short-lived municipal authorities, before much longer standing governance was established under the Borough and County regimes. Alongside municipal authorities, a number of special purpose governing boards have been established over the years, some for only short periods, and others longer. These have included for example, drainage boards and milk authorities.

#### 2.1.2 Manukau and Eden Counties

After the signing of the Treaty of Waitangi (1840), the colonial government commenced surveying the land across New Zealand, dividing it into counties and parishes, planning roads, reserves and areas for towns and cities.

The district in which the study area is situated was originally part of the Eden County. However, the *Counties Act of 1876* resulted in the southern part of Eden County splitting off as the new Manukau County, which stretched from the Otahuhu portage to the Waikato River.<sup>12</sup>

Manukau County was divided into seven electoral districts, Otahuhu, Howick, Papakura, Maungatawhiri, Pukekohe, Waiuku and Awhitu. Elections were held on 22 November 1876. The new County Council however met only twice before it decided to not adopt the crucial third schedule of the *Counties Act*, thus effectively dissolving itself with no county administration formed.<sup>13</sup>

#### 2.1.3 Pukekohe, Pukekohe East, Pukekohe West, Karaka Highway Districts and Road Districts (1862-1915)

As discussed across several other chapters, the Pukekohe district was not settled with any significant number of Europeans until the early 1860s -1870s. Europeans were present in the area before this, but were few and far between. Pukekohe East was settled first in the 1850s-1860s, followed by the settlers of Pukekohe West in 1865. Formalised settlement for Pukekohe West took place via the Waikato Immigration Scheme.

From the early 1860s, for approximately the next forty years, the myriad of highway boards<sup>4</sup> in the area were responsible for the administration of their respective areas. Their jurisdictional boundaries relating to the study area covered a significantly larger geographical area than the later Pukekohe Town Board and Pukekohe Borough Council<sup>14</sup> however; their role and responsibilities were far less broad in scope.

As discussed in the *Infrastructure* chapter, roads were the first key service required of local governance bodies, but were not as we know them today, consisting of rough gravel roads, more likened to tracks. Highway boards had the power to levy rates in their area for the upkeep of roads and bridges, but little else. The exception was the Great South Road from Drury to Pokeno which was not the role of the respective road boards and was the responsibility of the Auckland Provincial Council and the Army, as this was a significant military route.<sup>15</sup> In later years, this was followed by the provision of drainage, waste disposal, fresh water supply, parks and other municipal facilities for the residents of Pukekohe and surrounding settlements.

At its inception, the majority of the study area was governed by one local body, the Pukekohe Highway Board. The Highway District was formed by a group of Pukekohe East landowners in October 1861, with the first meeting held on 3 December 1861.<sup>16</sup> Eleven years later (in 1872), this was divided into two jurisdictions, becoming the Pukekohe East and Pukekohe West Road Districts.<sup>17</sup> This was necessary for the administering of the two separate but nearby settlements, as Pukekohe West had begun to develop as a settlement in its own right, in need of services and its own funding.

The vicinity of Paerata was administered under the Karaka Highway (later Road District) and the settlement of Puni was under the Mauku Highway (later Road District). By 1900, the vicinity of Puni was transferred to the Pukekohe West Highway Board.<sup>18</sup> The Karaka Highway District was constituted in 1867, and with some minor changes in boundaries over the years, covered the whole of the Karaka Parish. This included Karaka, Paerata and also some areas in the adjoining settlements of Opaheke and Pukekohe East. The Board remained in existence until 1915, when the area it administered was merged within the then new Franklin County Council.<sup>19</sup>

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<sup>4</sup> From 1 January 1883 highway board became road boards under the *Road Boards Act 1882*.<sup>4</sup>



#### **2.1.4 Pukekohe Town Board (1905-1912)**

The centre of Pukekohe was a growing settlement and the highway and road district form of government was increasingly seen as inadequate to govern the urban area of Pukekohe. It was felt by those who promoted its inception that establishing a town board for Pukekohe would speed up improvements to the town.

An area of two miles was gazetted as the Pukekohe Town District on 10 June 1905. Under the *New Zealand Town Boards Act 1908*, the requirements to qualify as a town board specified the need for more than fifty residents, but also a restriction on the geographic area within the town board to be no more than two miles and “no one point in such area shall be distant more than four miles from any other point therein”.<sup>20</sup> It was for this reason that the Pukekohe Town Board covered only a specific two mile area, and no greater.

Pukekohe was the first settlement in the wider Franklin area to establish a town board status. Papakura, to the north east of Pukekohe however outside of Franklin, had set itself up as a town district much earlier in 1882, remaining as such until 1938.<sup>21</sup>

As had been hoped for, during these few short years as the Pukekohe Town Board, considerable street improvements were carried out and a water supply installed in the inner portion of the study area. The life of the Pukekohe Town Board lasted only approximately seven years, from 1905 until April 1912, whereby the new Pukekohe Borough was constituted on 1 April 1912, along with an additional area wider than the two mile Town Board area that it superseded.

While the Town Board was very useful for the development of Pukekohe in the early years of the twentieth century, it appears that it quickly outlived its usefulness. The borough framework was more appropriate for the town, allowing a larger land mass to fall under its management, and was a more appropriate system for a larger and growing population base.

The road boards system would not last as a successful municipal authority across Franklin and Manukau either. In 1911, Manukau County was successfully divided into Manukau County in the north and Franklin County in the south.

#### **2.1.5 Pukekohe Borough Council (1912-1989)**

The Pukekohe Borough succeeded the Pukekohe Town District and was established in 1912, covering a geographic area of approximately 14 kilometres. The Pukekohe Borough Council had the longest reign of local governance for the area, operational for approximately 80 years, alongside the wider Franklin County, also in existence for this length of time. The Borough was incorporated into the Franklin District Council in 1989.

A Franklin Electric Power Board (FEPB) reticulation map from c.1947 (which indicates the name of building occupants) indicates that the Borough Council at that time owned and presumably occupied sites on Edinburgh Street opposite the main Cooper and Curd building and also owned and presumably occupied an additional building on the site behind the town hall site and Plunket Rooms further down Edinburgh Street. No such building remains on this latter site today.<sup>5</sup>

On 8 June 1960, the new municipal chamber and offices were opened on the corner of Edinburgh and Wesley Street, by Member of Parliament, M.A.E. Allen.<sup>22</sup> The building remains in the ownership of the Council (now Auckland Council) and today it is home to the offices of the Franklin Historical Society and the local Plunket.

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<sup>5</sup> Reference from local Franklin Historical Society members has also been made of the use of the 'Central Building' on King Street serving as the Borough Council building at one point. The Central Building was constructed in 1922, and therefore carried out this role from or after that time.

The original lettering once read as 'Public Library' and 'Municipal Chambers', later changed to read 'Pukekohe Borough Municipal Chambers' when the library shifted to the rear building (building still extant and functioning as the Franklin Bridge Club). More recently the lettering has been reconfigured on the buildings right hand side to read 'Plunket'. The original lettering was reused for the reconfiguration, other than a missing letter 'T' not present in the former lettering. Millar Paterson Metals still had the design and were able to create a match for the missing letter with a 'T'.<sup>23</sup>

The building also retains its former Pukekohe Borough emblem above the front entrance as a specific marker of its original purpose designed use. It is an example of a local modernist building of heritage interest and has streetscape presence of its corner site. While lower in scale and massing than the adjoining War Memorial Town Hall, both civic buildings were built around the same time and complement one another stylistically. The building is also thematically associated with the nearby c.1914 Franklin County Chamber building, illustrating in part (albeit with gaps in time) the sequential development of governance, which to some degree can still be interpreted and understood through these two former municipal buildings and the town hall all in close proximity to one another.



**Figure 11 former Pukekohe Borough emblem. Pukekohe 100 Progressive Years and emblem on former Council Chamber building today. Photo: AC, January 2014.**

The former Pukekohe Borough emblem, as displayed on the upper portion of the front elevation of the former Council Chamber building. The emblem proudly illustrates the icons associated with Pukekohe's market gardening legacy. The fields covering the upper portion of the emblem, while the lower half broken into three, with an onion on the left, a cornucopia of potatoes on the right, and the central three leafed icon most likely in reference to the native mahogany tree (Kohekohe) from which the settlement takes its name.

**Former Municipal Chamber Building and Former Library over Time**



**Figure 12 Pukekohe library and municipal chambers. FRA: I, 5 / Footprints 04868. Franklin Heritage Collection Pukekohe Library, Auckland Libraries.**



**Figure 13 Pukekohe Municipal Chamber c.1985. FRA: I, 5 / Footprints 04869. Franklin Heritage Collection Pukekohe Library, Auckland Libraries.**



**Figure 14 Former Pukekohe Council Chamber now the Plunket Offices and other community use. Photo: AC, January 2014.**

### 2.1.6 Franklin County (1912- 1989)

The Franklin County was established alongside the Pukekohe Town Board in 1912, (4 July). When the Franklin County was constituted it comprised no less than 15 Road Board Districts. These being made up of: Pukekohe East, Pukekohe West, Awhitu, Pollock, Waipipi, Waiuku, Mauku, Karaka, Pokeno, Mangatawhiri, Mercer, Drury, Opaheke, Papakura and Hunua. By 1918, all the Road Districts had merged with the Franklin County.<sup>24</sup> The original Franklin County included to the east the Hunua Ranges and the coastline as far as Waitawa Bay. In 1915, this part of the boundary with Manukau County was drawn back almost to Wharekawa. The County came to cover approximately 1470 km.

While being outside the subject study area, of relevance to the Franklin County history was the development of the independent town districts formed in the nearby settlements of Waiuku and Tuakau in 1914 -1915, following suite a few years after Pukekohe. However, it would be many years after Pukekohe became a borough that these two other nearby towns would also become boroughs (1955).<sup>25</sup> This was most likely due, in part, to the smaller populations which they serviced.

Very early Franklin County meetings were held in the Masonic Hall on Hall Street (no longer extant), followed shortly after by the erection of the purpose built Franklin County Council Chamber in 1914, situated on the corner of Roulston Street and Massey Avenue (extant today). The building was designed by architect L.C.A Potter<sup>6</sup>, with the construction of the building carried out by Messrs Macpherson and Harvey of Tuakau.<sup>26</sup>



**Figure 15 Meeting of Franklin County Council members (description modified), Pukekohe, 1912. FRA: I, 4. Footprints 00914. Franklin Heritage Collection Pukekohe Library, Auckland Libraries.**

The one storey building was constructed in c.1913 -1914. An extension was undertaken in the 1930s to the rear of the building.<sup>27</sup> On a corner site, the building commands a level of streetscape presence. The nearby former *Franklin Times* newspaper office only several allotments away architecturally holds some similarities with the former County Council

<sup>6</sup> Llewellyn (Llew) Claude Arthur) Potter.

Chamber. The Times Building was built around the same time and was also designed by architect, L.C.A Potter.

A plan of the site from 1941 indicates that at that time the County Council site consisted of several different buildings, these being a car shelter, two detached sheds and a garage alongside the main Council building. (It appears that the garage still remains today). The site is now however subdivided into four separate titles.

In the 1940s, the Franklin County Council offices also occupied a site across the road from the original County Council building, located on the corner of Massey Avenue and Roulston Street. The building was initially two storeys, and at a later point an additional storey was added providing three levels. The building remains today, in a modified form and presently serves as the Franklin Masonic Lodge headquarters.<sup>28</sup> The Franklin County as a governing body was dissolved with the establishment of the Franklin District Council as part of the nationwide 1989 resource management reforms.

In relation to land size, the Pukekohe Borough covered a reasonably small area, whereas the Franklin County covered a much vaster land mass.<sup>29</sup> Waiuku and Tuakau Boroughs also covered small geographic areas, comprising mainly of the urban centres, with surrounding rural areas falling under the Franklin County domain.

### Former Franklin County Council Chambers Building



Figure 16 Front and side elevation of Franklin County Council Chambers in October 1924. Bettany, Arnold. Auckland Libraries, South Auckland Research Centre, Footprints 03223. Courtesy of Bettany family journals ('Log O Te Aroha Kaipuke o Nga Petani') held by Mrs Huia Mitchell (p. 8).



Figure 17 Franklin County Council Chambers building in the present day. Photo: AC, December 2013.

## **Shift towards District and Regional Government (1989-Present)**

### **2.1.7 Franklin District Council (1989-2010)**

In 1989, by central government initiative, local and regional government throughout New Zealand was restructured, under the *Local Government (Auckland Region) Reorganisation Order 1989*. Franklin District was formed by the amalgamation of Franklin County and Pukekohe, Waiuku and Tuakau Boroughs. The new district lost Drury and Karaka to Papakura District in the north, but gained the northern part of the former Raglan County to the south. The new district was divided into six wards, Hunua, Pukekohe, Onewhero, Patumahoe, Waiuku and Awhitu; but it also had two community boards, Onewhero and Waiuku-Awhitu.<sup>30</sup>

From the early 1980s the Council offices were located on Manukau Road, Pukekohe. The District Council building was designed in 1980, by Murray North Partners and opened by Sir David Beattie. The original building was 1092m<sup>2</sup>; further additions have since taken place increasing the building's footprint.<sup>31</sup>

### **2.1.8 Auckland Council (2010-present)**

In November 2010, the northern portion of the Franklin District Council became part of the unitary Auckland Council, consisting of merging a total of seven territorial authorities and an eighth regional authority, the former Auckland Regional Council. The District Council offices on Manukau Road remain as the Auckland Council service centre at present and Franklin Local Board offices. The area is now situated within the Franklin Ward, (Pukekohe Subdivision) one of 21 across the region.

For a full overview of the history of local governance within the Franklin area refer to: *A brief history of local government in the franklin area*. (2009) by B. Ringer. Auckland Libraries (Formerly Manukau Libraries).<sup>7</sup>

### **2.1.9 Notable Political Figures from Pukekohe's Past**

Unsurprisingly, for a historically conservative rural/semi-rural area, throughout Franklin's and Pukekohe's existence, most of its local body representatives were farmers or businessmen – and almost all were men. When Heather Maloney was elected Franklin District Mayor in 1998, she became the area's first elected female mayor.

In November 1962, Pukekohe's first ever Māori Pukekohe Borough Councillor, Mr Bill Proctor was elected. Mr Proctor was influential in race relations in Pukekohe and his appointment was significant in illustrating a change in attitudes.<sup>32</sup>

### **2.1.10 Former Mayors of Pukekohe**

Each of the earlier mayors had their own role to play in the development of Pukekohe and had varying degrees of success, in part dependant on the fortunes and circumstances of the time.

H.G.R. Mason played a large part in the formative years of Pukekohe Borough Council between 1915 and 1919, which was also in the earlier years of his broader political career. He then went on to other political roles as a member of parliament, before becoming Attorney-General and Minister of Justice in 1935, where he achieved several accomplishments and is remembered as one of New Zealand's outstanding reforming Attorney Generals and for his role in legislative reforms.

C.K Lawries' mayoral legacy lived on with his son C.W.J. Lawrie later serving as Mayor of Pukekohe for approximately 12 years, between 1962 and 1974. C.K. Lawrie, mayor in the early days of the Borough, and serving for three different three year terms between 1912 and

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<sup>7</sup> Accessible on Auckland Libraries website at [www.aucklandlibraries.govt.nz](http://www.aucklandlibraries.govt.nz)

1938 (1912-1915, 1919-1921 and 1935-1938) features in relation to the establishment a number of the technological and infrastructure advances.

John Routly, who held the office as Mayor of Pukekohe between 1921 and 1935 is mentioned throughout historical records, not only for his role as mayor but as the architect responsible for the design a number of notable residences, commercial and civic buildings throughout Pukekohe and further afield. Routly was simultaneously mayor (between 1921- 1935), while designing a significant number of his architectural works. He later held another term of three years between 1938 and 1941. Routly was also a key figure in relation to the operation of the local fire brigade.<sup>33</sup> He was an important figure within the local community socially, politically and architecturally.



Figure 18 Mayors of the Pukekohe Borough up until 1974. *Pukekohe 75 Years 1912-1987*. p.5.

#### 2.1.11 Places of Direct Association to Political Figures

An example of a known residence associated with a former mayor, is the extant California Bungalow at 37 Harris Street, occupied by former Pukekohe Mayor Max Grierson from 1936 to 1953 while he was in office (mayoral service between 1941-1950). Additionally, the Routly residence (also known as the Benny residence) on Queen Street is another example; the villa was both designed by Routly for his mother originally, and then later owned by Routly during his time as mayor. Both residences remain extant today.

The identification of further residences of direct association to earlier mayors or other significant local figures may have the potential to hold historic heritage significance.



Figure 19 Routly residence in c.1915. Irvine, J. 2011. p. 44.



Figure 20 Routly residence today. Photo: AC, March 2014.

### 2.1.12 Central Government Figures

The Right Honourable William Massey and also his son J. N. Massey are notable historic political figures with some association to Pukekohe. William Massey became Prime Minister of New Zealand for thirteen years, but before this represented Franklin in Parliament for 29 years. While his associations and residency were not directly in Pukekohe, he did have a political association with the area. His son John Massey played a more direct role in the local politics of Pukekohe being elected to the Franklin County Council in 1926, as Councillor for the Pukekohe West Riding. In May 1928, he then became Chairman of the Franklin County, holding this position until November, 1953.<sup>34</sup>

## 2.2 Public Services and Facilities

As the population of Pukekohe and its immediately surrounding area increased, and technology developed, ratepayers increasingly demanded public services and facilities from the local governing bodies. Public facilities have historically and continue into today to provide an important service to the communities in which they serve. Socially focused services such as education, libraries, and parks are discussed under the *Ways of Life* chapter.

### 2.2.1 Communications

#### 2.2.1.1 Overview of Post Offices

Postal services have traditionally been a significant enabler of communication. For the early pioneers of Pukekohe, mail played an important part in their lives, being one of the only means of contact with the outside world. Even then a ship could take three months to journey to and from the mother land (Great Britain) to New Zealand with parcels.

In New Zealand, the postal service was in its peak from the mid- nineteenth to late twentieth century. The *Local Posts Act 1856* authorised provincial councils to set up local post offices. In 1854, there were fewer than a dozen post offices across the nation, but by 1880 there were 856.<sup>35</sup> The buildings housing this service also played a role in the dissemination of mail and information. With the introduction of the telegraph and particularly the telephone, the communication facilities of telephone exchange buildings were significant, in so far as it was the means in which to bring people together without the need for face- to- face communication, and with much more expediency than had been imaginable before.

While the centre of Pukekohe has been the primary postal service facility in the study area, postal facility buildings had traditionally been situated in the outlying settlements of Pukekohe East, Paerata, Buckland and Puni. These early postal facilities were often accommodated in existing buildings, attached to a residence, general store or other public facilities such as the railway. The establishment of rural delivery was often a driving factor in the closure of small rural post office buildings. There are no known purpose-built historic post office buildings remaining today in the study area.

##### 2.2.1.1.1 Pukekohe East Post Office

The very first European settlers in the vicinity of Pukekohe East collected their mail from Drury, which also was the nearest store at the time. By the 1870s, Mr William Sharp was in charge of the mail service, which is recorded as operating out of the Comrie homestead. The Comrie family ran the post office service for a number of years. In March 1931, a rural delivery commenced<sup>36</sup>, seeing the closure of a local post office premises for Pukekohe East. It has not been established through this survey where the Comrie homestead was located or if the building remains today, however it appears unlikely.

##### 2.2.1.1.2 Puni Post Office

A post office was opened in Puni in 1885.<sup>37</sup> The Puni Post Office was situated next to Arthur Landon's homestead on Puni Road and was in use until c.1926, with Arthur Landon and his family having had the role of post masters. The building consisted of one small room with a counter, pigeon holes for letters and a partitioned recess with telephone and desk for sending and receiving telegrams. The main mail was collected and taken to the main post office in Pukekohe. All business was transferred to Pukekohe upon its closure in c.1926, and has remained the case since.<sup>38</sup>

There were postal services in Buckland from 1881; however, the locations of associated buildings within the settlement have not been verified. It operated out of the early Buckland Store on the main road at the turn of the twentieth century until 1928, when an up roar

commenced regarding relocation. The following newspaper articles from 1928, discuss the local dispute that arose regarding the most appropriate location for the post office services within Buckland. There were mixed views as to whether the postal service should operate from the Buckland Store, or from across the railway tracks by the Harrison's Store, or another location on the main road altogether. It appears it did relocate across the road for a period. Like Puni and Pukekohe East, the post office is now centrally located within the Pukekohe town centre. It appears that the post office service in Buckland closed in c.1978, but the building it operated out of remains today (in part). Newspaper articles relating to the matter of relocation of the Buckland Post Office illustrates the disagreement on the rightful location of the Buckland Post Office in the late 1920s. (*New Zealand Herald*, 20 September 1928: 16 and *Auckland Star*, 17 September 1928: 5).

#### **2.2.1.1.3 Paerata Post Office**

Postal service was accommodated in the Paerata Train Station facilities on Paerata Road during its earlier years (station and associated buildings no longer extant). One record indicates November 1906, as the date of a post office in Paerata.<sup>39</sup> (This may have been in the train station facilities). In 1923, the Post Office was removed from the station and relocated to a building west of the railway tracks on Paerata Road, in its earlier days operated by Mr Thomas Corker. (This may have been on the site of the present day Highway Store, its location has not been confirmed through this survey). Today, this mail service is maintained from 'The Highway 22 General Store' on Paerata Road,<sup>40</sup> being one of the smaller outposts, which still provide a postal service associated building.

#### **2.2.1.1.4 Helvetia**

Details for postal services and associated buildings for the small settlement of Helvetia have not been established through this survey.

#### **2.2.1.1.5 Pukekohe Post Office**

The earliest record of a post office in Pukekohe dates back to 1 January, 1870. Mr William Sharp was the Postmaster for Pukekohe East and Pukekohe (West), but by February of that year, the postmaster role for Pukekohe West had passed on to Mr William Moore. Mr Moore was the first shop keeper as well as the postmaster.<sup>41</sup> At first the Post Office was called 'Pukekohe West Post Office' but in 1877, the 'West' was dropped. This was run from his residence in the Paddock Settlement not far from the present-day public cemetery on Wellington Street. (Also see *Building the Place, Residential Development* for discussion on the Moore landholding).

Additionally, records indicate that Arthur Forbes also had a postal agency on the other side of the township, which he ran from his shop 'in the Cape Settlement' which was operating by at least May 1875.<sup>42</sup> <sup>8</sup>The name of Forbes' postal agency was changed from Cape Settlement to Pukekohe West in early 1877.<sup>43</sup> By April 1877, there were sufficient storekeepers for Forbes to initiate a parcel delivery service from the railway station to storekeepers and residents.<sup>44</sup> An advertisement inserted by Doctor Ross in March 1879, states that he was moving into 'the new building opposite Forbes' Corner' owing to the opening of the telegraph office.<sup>45</sup>

In June 1877, a Money Order and Savings Bank were established and as stated above, in 1879, a telegraph office opened.<sup>46</sup> The location of the former Money Order and Savings Bank has not been identified through this survey but were likely to have been situated at the original train station site with the postal service. It is not certain exactly when the relocation was made, but by the 1880s, the post office was housed in the original railway station at the end of King Street. By 1893, mail arrived and departed via the railway and was serviced three times

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<sup>8</sup> N.B. Forbes' full name is deduced from other sources.

daily.<sup>47</sup> The train station was an optimal location for mail as it was right next to the connecting transport line in and out of Pukekohe. The original station buildings are not extant today.

A telegraph messenger was appointed in October 1900, and a second one in December, 1907.<sup>48</sup> Photographs from the 1910 period show telegraph poles erected along the main street. These were replaced in due course. No telegraph poles or early electricity poles remain along the main street today.

In 1909, the Post Office moved to its first purpose-built and much larger, grander premises, located further up King Street.<sup>49</sup> The Pukekohe Post Office was formally opened on 18 September 1909. Shortly before this, a telephone bureau opened in December 1908 and a telephone exchange with 27 subscribers in April 1909.<sup>50</sup> The building(s) accommodating these facilities were presumably situated to the rear of the new King Street Post Office, but no sources have been able to verify the exact location through this survey.

The Pukekohe Post Office features in a number of photographs of the main commercial street and stood out as one of the landmark buildings during its earlier, formative years. A newspaper article from the *Auckland Star* describing the new building sets out that:

*At the time of construction, the building consisted of interior partitions of woodwork and pulp and asbestos plaster, cemented over. There were eight places for writing messages in the Telegraph Department and approximately 56 letter boxes. The doors and other woodwork comprised of varnished rimu. The living rooms upstairs consisted of seven rooms and conveniences. Ceilings had pressed steel detailing. The building was originally designed for provision of lighting with acetylene gas, and then later was electrified. The Post Office was constructed by Mr J.W. Dixon of Drury. Construction works were approximately £2,500.<sup>51</sup>*

In 1914, the office had ten staff. This increased over the years, with 19 staff in 1925, 49 by 1952 and 67 staff positions as of 1961, not long before its closure.<sup>52</sup> This demonstrated the increasing size of the community the office needed to accommodate, and also the expansion in the type of services provided by the New Zealand Postal Service.

After sixty years, the building suffered the same fate as a number of earlier post offices from this era and was considered by some as obsolete. It ceased to function as the post office in the early 1960s and was demolished in 1976.

The building's style was characteristic of government architect designed post offices from that time, with only a small handful from this era and architectural style still extant around the region today. The site became a public park and today serves as part of the town square fronting King Street, with access points to Roulston Lane and Roulston Street.

The post office services were relocated to a new building on Hall Street in September 1966, ten years prior to the King Street building's demolition. This later post office building on Hall Street remains today however, not as an operational post office, although the delivery centre branch of the Pukekohe postal service still functions out of a portion of this building. The front public face of the postal services now operates out of the Kiwi Bank facilities on King Street.

#### **2.2.1.1.6 Change to Postal Services in Late Twenty-First Century**

The nationwide restructuring of postal, telephone, post office and banking services in the 1980s brought many changes and a movement away from being a government owned institution. Meanwhile, new telephone companies emerged, providing competition in the industry, where once the New Zealand Post Office monopolised the telephone exchange services.<sup>53</sup> The Pukekohe Toll Exchange once had the distinction of being the largest of its

kind in New Zealand and produced more toll calls per telephone subscriber than any other in the country. The exchange was situated in the Hall Street Post Office building and closed down due to the upgrade to 'subscriber toll dialling'. The conversion to subscriber toll dialling began in the 1970s in New Zealand and resulted in the elimination of the middleman operator.<sup>54</sup> The third, former Pukekohe Post Office on Hall Street is of minimal historical or architectural interest, other than illustrating the sequential development of buildings associated with this communications theme.



**Figure 21** Front elevation of King Street Pukekohe Post Office c.1912. FRA: I, 5 / Footprints 03128. Postcard Collection; Franklin Heritage Collection Pukekohe Library, Auckland Libraries.

### **2.2.1.2 Banks**

Initially, a savings bank was run from an office in the railway station building at the end of King Street. After the turn of the century, several early banks' were established in the Pukekohe town centre, the bank premises being an assertion of the wealth and standing of the associated banking institutions at that time. Banks with prominent premises in Pukekohe town centre included the National Bank, Union Bank of Australia (merged with the Bank of Australia in 1951, to become the Australia and New Zealand Banking Group (ANZ), Auckland Savings Bank (ASB) and a Bank of New Zealand (BNZ). None of the pre-1940 banking establishment buildings in Pukekohe remains today, having been replaced in time by more modern counterparts.

The Bank of New Zealand established an agency in Pukekohe in 1893, with an officer in attendance once a week. As illustrated in the image below, the agency was in a small wooden building, in a prime location on land leased from the Railway Department by Doctor Dalziel and sub-let to the bank. It was situated opposite the Pukekohe Hotel at the bottom of King Street and adjacent to what at the time was the location of the railway station.<sup>55</sup> (The building is no longer known to be extant in the area today).



**Figure 22 Former Bank of New Zealand building at the bottom of King Street c.1909. Borough of Pukekohe. 1962. No page number.**

A branch of the National Bank was opened in 1911, occupying a site on the north side of King Street.<sup>56</sup> A formal building was constructed for the bank in 1912. The building, designed by Edward Mahoney & Son of Auckland, was two-storied and included a residential quarters for the manager, with access at the side, as well as the banking premises.<sup>57</sup> The building had a frontage to King Street of 30 feet (9.1 metres) and a depth of 54 feet (16.5 metres), it was an imposing part of the streetscape, built on the south-east corner of Roulston and King Street.<sup>9</sup> Another local bank building was the old ANZ/ Union Bank building in Edinburgh Street, demolished in 1983;<sup>58</sup> it too was a reasonably grand building in the context of Pukekohe and drew streetscape presence from its position on a corner site.

The oldest of the remaining banks, but by no means an early building, is the former Auckland Savings Bank (ASB) on the corner of King and Seddon Streets designed by modernist, female architect Lillian Chrystal in the early 1960s. Like the former ANZ and BNZ buildings, the former ASB bank possesses an angular composition to its frontage, and is situated on a corner site, like a number of its predecessor banks in Pukekohe. Prior to the erection of the former ASB, the site accommodated a single storey villa. The building does not operate as banking premises today. The theme of historic banking facilities does not remain well represented in Pukekohe.

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<sup>9</sup>Both buildings have been replaced, the National Bank now occupying a single-storey building and the other the two-storey Elizabethan Building.



**Figure 23 Former BNZ building on its corner site in c. 1915. Auckland Libraries. Bank, Pukekohe ca 1915. FRA: I, 5 / Footprints 04833. Franklin Heritage Collection Pukekohe Library, Auckland Libraries.**



**Figure 24 Union Bank- later known as ANZ -building decorated for the 1953 Royal Tour. Footprints 03974. Franklin Heritage Collection Pukekohe Library, Auckland Libraries. Photograph copied from Bettany family journals ('Log O Te Aroha Kaipuke o Nga Petani') by courtesy of Mrs Huia Mitchell (p. 330).**

## 2.3 Justice

Little physical evidence remains of earlier local justice service buildings within the Pukekohe area. This is not dissimilar to the trend across many areas of Auckland, superseded by more modern policing facilities.

A Magistrates Court was established in Pukekohe in 1883, and a police station followed suite two years later.<sup>59</sup> In 1887, tenders were advertised for a lock up to be constructed.<sup>60</sup> In 1895, a new police station and residence were opened, presumably replacing those from 1883. *The Cyclopedia of 1902* records that the Pukekohe Police Station and Magistrates Court at that time consisted of a seven-roomed building, with a lock-up and stable. A few years later, plans for a court house were drawn up, in August 1905<sup>61</sup> (not extant onsite today).

Up until 1911-1912, only one constable was in residence. At this time, no clerk of the Court was stationed in the town, with all Court business being undertaken from Hamilton. Court sittings in Pukekohe were held once a month.<sup>62</sup>

On the Franklin Electric Power Board (FEPB) reticulation maps from 1947 (showing occupancy), the cluster of development on the Manukau Road site included at that time a courthouse, police station and police residence.<sup>63</sup> In 1960, it appears that the police station was moved into the former courthouse building next door. The police station was demolished in c.1989, with a new station premises erected. Further remodelling of the police station facilities has taken place more recently in 2011.<sup>64</sup>

The site of the present modern Pukekohe Police Station situated at the start of Manukau Road has historically remained on the site of the former station since its early years. Despite no earlier buildings remaining onsite, it may have the potential for below ground archaeological material that may be of interest. A suspected former early police station associated building is presently situated on Kauri Road, Pukekohe. Should additional places which are extant be identified, such as early sergeants residences, these buildings have the potential to be of historic heritage significance.



**Figure 25 Suspected former police station associated building. Kauri Road. Eastern elevation. Photo: AC, December 2013.**



**Figure 26 Former Pukekohe Police Station in 1981. Fairfax Media. Manukau Research Library, Courier collection, box 13/61. Footprints 00405. Reproduced with permission of Fairfax Media.**



**Figure 27 Former Pukekohe Court House c. 1915. (not extant onsite). Wilsons Photos. Manukau Research Library, Courier collection, box 14/79. Footprints 04839.**

## 2.4 Fire Service

### 2.4.1 Pukekohe Brigade

The first meeting for the forming of a local fire brigade was held on October 17, 1911. From this meeting came the formation of the Pukekohe Voluntary Fire Brigade.<sup>65</sup> Prior to this, the fighting of fires required locals to assist one another on an impromptu basis, and often simply resulted in the loss of buildings, as it was not possible to extinguish the blazes due to limited access to water and people power.

Originally, the firefighting gear was stored in a small shed near the Odd fellows Hall on Harrington Avenue. While rather makeshift, this was originally considered as the local fire station.<sup>66</sup> This shed does not appear to be extant today. The brigade moved from the Harrington Avenue site to Edinburgh Street to a site next to the old Council Chambers (this fire shed does not remain on the site today), where the fire brigade operated out of until c.1930.

At one point, a bell was erected in the centre of town on a 30 foot tower on Hall Street to raise the alarm should a fire or other emergency break out. The bell remained there until it was re-erected on the temporary Edinburgh Street station and in 1928, was replaced with a siren.<sup>67</sup> The siren no longer appears to be situated within the town centre, and was likely seen as surplus to requirement as telecommunications improved.

It became evident that the building facilities were insufficient for the needs of the brigade and consideration began to be given to erecting a new station premises. The *Auckland Star* article below from 1926, describes the initiation of considering a new station in Pukekohe.

*“Pukekohe Fire Brigade - New Station Wanted. Pukekohe, this day. A meeting of the Pukekohe Fire Board. The inspector of the fire brigades, Mr T.T. Hugo, reported, having inspected the Pukekohe brigade on September 14. He said the members appeared to be very active and willing body of men, but the present fire station and equipment were far from adequate. The question of the erection of a new fire station on the termination of the existing two years’ lease of the present premises was discussed, but no definite decision was reached. The superintendent was asked to undertake the formation of a volunteer fire police corps for the town. (Auckland Star, 14 December 1926: 6).*

In 1930, the brick clad building that we see today on the corner of Edinburgh and Massey Avenue was erected, officially opening on 5 April that year. The building is part of the collection of buildings designed by Mr John Routly in the Pukekohe area.<sup>68</sup> Routly was directly involved in the management of the brigade and he gave his architectural services in designing the station free of charge. The station took pride of place in the township, servicing the community for a number of years. The station ceased to function as a fire station in the 1980s, having operated from this site for approximately 60 years. The former station is recognised for its heritage values on the schedule of *Significant Historic Heritage Places* set out in the PAUP (UID# 01525).

The first equipment at the new station in the 1930s consisted of a 25 foot ladder, 10 spanners, 10 axes, 10 brass helmets, 300 feet of hose, one hydrant, ten belts and pouches.<sup>69</sup> In 1922, the hand reel was replaced with a motor reel (Model T Ford) which significantly assisted the brigade in carrying out their duties and increasing their ability to fight fires. This equipment would come to change considerably in future years. The brigade building also had accommodation facilities for officers to sleep in while on call at night.

In 1926, the Pukekohe Borough Council was constituted as a Fire District, whereby control was passed from the Borough Council to the Fire Board. Routly, was chair of the Fire Board

from its inception in 1926 through to 1937.<sup>70</sup> A Fire Police Corps was also established in the 1930s.<sup>71</sup> In 1936, a modern firefighting unit, a V.8 engine, equipped with half a mile of hose was acquired.<sup>72</sup> Progressively over time the resources of the brigade improved with the technologies available, making the fighting of fires a more efficient and successful task.

Some of the key early fires in Pukekohe, since the fire service had been established occurred at The Strand Theatre on King Street (1915 and again in 1928), at a boarding house on West Street and a house situated on Pukekohe Hill. The Pukekohe Hill fire was some distance from the road, and consequently the brigade could only use one lead (900 feet) of hose.<sup>73</sup>

Earlier images of the station show the bell tower as one of the building's striking features however, at a later date this was removed. In more recent times, the station has been converted into a restaurant and has undergone additions and alterations. The brigade relocated in 1982, with the present operational Pukekohe Fire Station situated on Wellington Street. The replacement station demonstrates architectural traits common of stations built in the 1980s across the region and nation.

#### **2.4.2 Fire Building - Wesley College, Paerata**

Wesley College constructed its own fire shed, given its reasonable distance from the nearest fire brigade over in the Pukekohe township. With the school opening on this site in 1922, it appears based on the building's architectural attributes that this small building was built within the early years of the school's occupation of the site. This small brick building, with corrugated iron roof and timber joinery still houses fire equipment, although much more modern equipment. This building illustrates the need for large institutions in rural areas such as schools to provide their own infrastructure services, due to their distance and remoteness from public services. This same pattern is evident with the hospital wing also on the school grounds. The fire shed follows a similar architectural style to a number of the 1920s and 1930s buildings on the Wesley College site.



**Figure 28** The old Pukekohe fire station, 1983. Fairfax Media, Auckland Libraries Footprints 00493. Reproduced with permission from FairFax Media.



**Figure 29.** The fire station today operating as a restaurant. Photo: AC, August 2013.

## Context –Identification of key Municipal Buildings in Pukekohe Town Centre - 1961

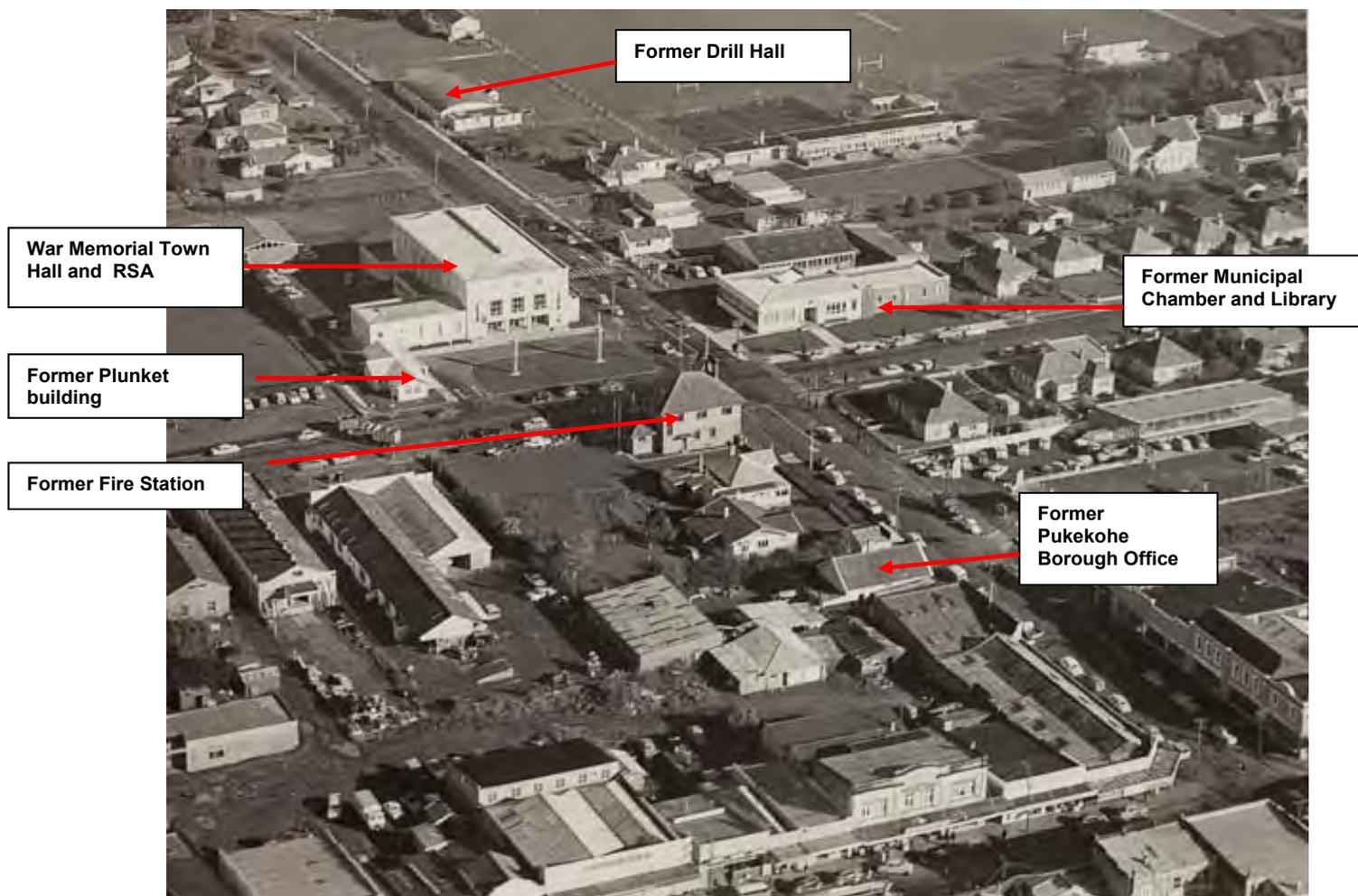


Figure 30. Key Governmental Buildings in Pukekohe town centre in 1961. South Auckland Research Centre, FRA: I, 5, Footprints 03147.

In the above image are a number of buildings of significance to the *Governance* theme. The Pukekohe War Memorial Town Hall, with the Returned Services Association (RSA) and Plunket as part of the wider site, can be seen towards the upper left, with the Pukekohe Borough Council Chambers opposite on Edinburgh Street. Also on its corner site is the former two storey brick fire station.

Other buildings of interest in this frame are the Cooper and Curd and Beatty and Marshall buildings, both remaining as key buildings today in the King Street streetscape. The brick States Advances housing on Wesley Street is also apparent in this image (a portion of which are in situ today), as well as a scattering of residences within the town centre precinct, such as the two residences on Edinburgh Street next to the fire station (neither of which remain today). The school with an elongated school block, tennis courts and playing fields are also visible.

## 2.5 Defence

This section covers the areas direct and indirect association with defence, namely military occupation and events associated with places within the Pukekohe study area. Of key significance is the warfare which took place directly in the area during the Waikato Wars of 1863-1864. The other prominent theme relevant to the area is the mid twentieth-century

military occupation, where a number of United States and New Zealand Army camp sites were established during World War II. The occupation of the camps was predominantly from early 1942 until 1945 when the War ceased. This chapter has strong links with the *Remembering the Past* section under the *Ways of Life* chapter.

Of the warfare that has taken place over time, each battle has affected the history and development of the place (and in some cases nation) to varying degrees and, in many instances, leaving tangible evidence on the landscape. Historic battlefields can evoke strong emotions of patriotism, sacrifice, brutality and humanity.

### **2.5.1 New Zealand Wars**

Traditionally, Māori fought many battles between tribes and sub-tribes and there had been numerous skirmishes on New Zealand soil prior to Pākehā settlement. The colonisation presented by the European settlers brought with it a contender of the land.

Often the evidence of past battlefields throughout New Zealand and the region is disappearing as urban development and modern farming practices modify these landscapes.<sup>74</sup> Therefore, intact archaeological features or extant buildings and structures associated with the Land Wars (or other earlier battles) within the study area that may remain would likely be of high historic heritage significance.

Places of interest associated with the New Zealand Wars can include fortified pa sites, European fortifications such as stockades and garrisons and marked and unmarked burial sites and urupā associated with the warfare. Several of the wider redoubt sites in Franklin and the Waikato have local historic interest groups who advocate for their historic recognition and protection, illustrating the esteem in which they are held. (Ie: Friends of Queen's Redoubt).

The Franklin area was at the coalface of Māori-European tensions. The invasion of the Waikato took place over ten months between July 1863 and April 1864. It was one of the major campaigns of the New Zealand Wars, occurring about midway through the series of conflicts. It involved over 12,000 British and Colonial forces against the Māori war party of Ngati-Maniapoto and Ngati-Pou, which were unlikely to have numbered more than 2,000 at any one time. Both the Māori and Pākehā parties were armed with guns and rifles and well supplied with ammunition.<sup>75</sup>

While outside the geographic study area, the role of the Pukekohe area in the Waikato arm of the New Zealand Wars needs to be read as a wider whole, alongside locations such as, the Queens Redoubt in Pokeno, Koheroa Ridge, Rangiriri, Paterangi, and the Alexandra Redoubt, part of the broader Franklin and Waikato areas. These locations and events are interwoven together, and are best read and understood as a non-contiguous historical landscape.

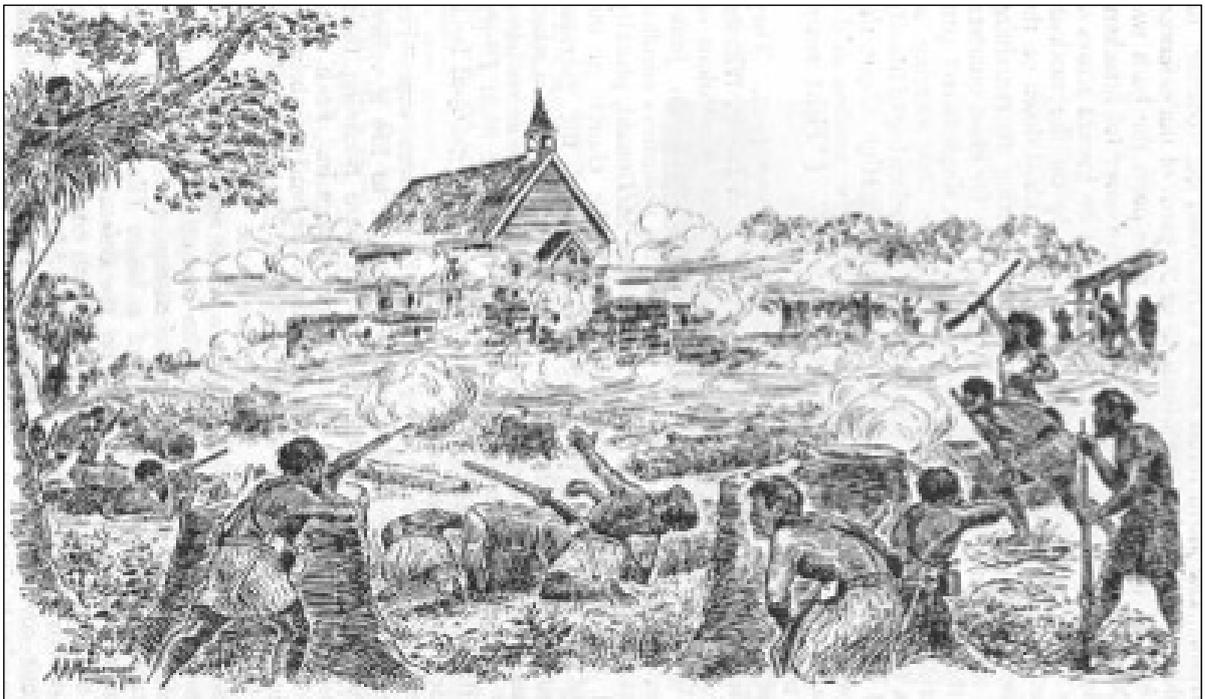
A complete background to the igniting of the New Zealand Wars in the Waikato and elsewhere is not directly discussed in this report however, documentation is set out in: *The Waikato War of 1863-64: A guide to the main events and sites*. 2007. N. Ritchie, Department of Conservation, ISBN 0-478-22051-0, as well as a number of other scholarly works. Furthermore, details on the development of the military Great South Road which skirted to the side of the Pukekohe study area is also not directly discussed in this report however, documentation is set out in: *The Road to War: The Great South Road 1862-1864*. M. Lennard. 1986. Whakatane: Whakatane & District Historical Society, as well as a number of other scholarly works.

### **2.5.2 Pukekohe East Presbyterian Church Battle Site**

The wider site of the Pukekohe East Presbyterian Church stands as a testament to one such battle site and played an important role in the Waikato Wars. This tiny church built by the

pioneers of Pukekohe East, bears the scars from one of the most dramatic and detailed recordings of battles during the War. On a spring morning in 1863, 17 men and one 14-year-old boy held off a war party of approximately 200 Māori<sup>10</sup> until reinforcements arrived, firing from a half-finished stockade, placed approximately three metres out from the church building, with logs laid horizontally up to seven feet high, with loopholes cut in vertically for the firing of rifles. There are still bullet holes evident today from the warfare onsite. Additionally, in relation to archaeological values, the trace outline of the trench which originally consisted of earthwork and wooden stockades surrounding the perimeter of the church is still faintly visible today. This is a regionally rare example of such a feature.

The Māori warriors hid the bodies of their slain in the hollows and branches of large trees around the church site. A mounted boulder now marks their resting place in the cemetery.<sup>76</sup> This site stands as a lasting reminder as part of a collection of non-contiguous places directly associated with the New Zealand Wars. The place is recognised in the former Franklin District Council District Plan and in the PAUP as a scheduled *Significant Historic Heritage Place* (UID #01502). The site contains multiple layers of value, making it of high historical, social and cultural significance. This site is also discussed in the *Ways of Life* chapter, *Religion and Worship* sub theme.



**Figure 31. The Pukekohe East Presbyterian Church stockade of 1863. *The New Zealand Wars: A History of the Māori Campaigns and the Pioneering Period: Volume I (1845–64). Chapter 30: The Defence of Pukekohe East Church Stockade. p.278.***

### **2.5.3 Former Martyn Residence - Pioneer Memorial Cottage**

The cottage now situated in Roulston Park is believed to either be the original cottage owned and lived in by early settler John Martyn or a closely associated farm worker's residence on his property, built in 1859, and garrisoned by British troops during the Waikato War of 1863.<sup>77</sup> It was gifted to the people of Pukekohe by the Holmes family and relocated from its original site near the Great South Road, Ramarama. While originally from slightly outside the study area, it now stands as a memorial to the pioneers of Pukekohe and out-reaching settlements and as a

<sup>10</sup> Sources vary in relation to the number of Māori warriors and Europeans both involved in the battle and the number of deaths incurred.

living museum periodically open to the public. It has specific associations to the events associated with the New Zealand Wars, albeit somewhat reduced, due to the loss of its original context, but still a significant historic heritage place.

The relocated cottage was officially opened during the Pukekohe Centennial celebrations in October 1965. It illustrates typical features of colonial design, consisting of four rooms off a central passage, a kitchen with open fireplace, a sitting room and two bedrooms. The place is also associated with the *Remembering the Past* theme within the *Ways of Life* chapter. In recognition of its social and historical significance the Pioneer Memorial Cottage is recognised a *Significant Historic Heritage Place* in the PAUP (UID# 01511).



**Figure 32. Pukekohe Pioneer Memorial Cottage in Roulston Park. Photo: AC, November 2013.**

#### **2.5.4 Former Burt's Farmhouse**

Another place of historical significance associated with the Land Wars of 1863-1864, was the Burt's Farmhouse, situated in the broader Paerata area. The homestead, built in c.1859, was attacked by a party of Māori from the Lower Waikato, chiefly Ngāti Pou, on the 14 September 1863, the same day as the battle of Pukekohe East Church stockade, a few miles away.<sup>78</sup> The incident resulted in two casualties and further aggravated the tension between the Pāhekā and Māori parties.<sup>79</sup> As with the Pukekohe East Presbyterian Church, bullet holes remained as a reminder of events that had taken place for years later.<sup>80</sup> In 1963, records refer to the farmhouse remaining however; in the years following the residence was demolished, despite efforts from some locals to retain it. This tangible link and connection with some of the other sites is therefore now physically lost.



Figure 33. Southern Auckland Military posts and scenes of engagement in 1863. ATL: 1/2-002209-F. Ministry for Culture and Heritage. ( 24 June 2014). South Auckland military posts and scenes of engagements 1863. [Online]. Accessed from <http://www.nzhistory.net.nz/media/photo/south-auckland-military-posts-and-scenes-engagements%2C-1863> [10 July 2014].

The above map illustrates a number of significant military posts and scenes of engagement which feature as part of the wider Waikato Land Wars of 1863-1864 in the vicinity of Pukekohe and also further afield throughout Franklin and up into Manukau and the Isthmus, in particular those along the 'Great South Road'. The Road was critical for the British plans to occupy the Waikato basin. The large dot indicates the location of the Pukekohe East Church battle site. Within a reasonably close proximity are the Burtts and Marty farms which are also discussed above.<sup>81</sup>

## 2.6 World War II Military Camps

### 2.6.1 Overview of Military Camps

The war years had a profound impact on the early and mid-twentieth century development of Pukekohe. Like most other New Zealand towns, troops were sent to fight abroad during World War I and World War II leaving family and friends at home.

It was the dramatic spread of war to the Pacific by the Japanese in the early 1940s which brought about the first substantial landing of overseas troops in New Zealand since British regiments in the 1860s. Areas of New Zealand located directly on pivotal points of the coastline were characterised by a network of pill boxes and gun emplacements to guard our waters. Pukekohe was not on the coastline and therefore its role in defence was quite different. The area served as a significant hub during World War II for the establishment of military camps and the abundance of market gardens proved to be an important food source for troops both here and abroad.

### 2.6.2 Impact upon Pukekohe and its Residents

From the early 1940s, a number of training camps were established across the Auckland region, for the American and New Zealand soldiers partaking in the Pacific arm of World War II. Whilst only for a few years, the camps and the flood of troops was an important element relating to the *defence* sub-theme for Pukekohe. Between the winter of 1942, and the winter of 1944, there were between 15,000 and 45,000 American service men and women in New Zealand at any given time. For both visitors and the hosting New Zealanders, this was an intriguing experience. The American soldiers came here either before or immediately after occupation in various island nations in the Pacific. While conditions were not always luxurious, it would have been a comforting relief in comparison to the much harsher conditions under their placements in the remote islands.<sup>82</sup>

The concentration of troops in and around Pukekohe did create some logistical issues, with an increased pressure on infrastructure, such as the sewage network and roads. The sewage works were designed for a population of less than a quarter of what it became subjected to however, emergency plans managed to cope with the influx.

### 2.6.3 Camp Locations

Camps in the Auckland region were dispersed over a wide area, from Pukekohe to Papakura and Papatoetoe and in several areas in the Isthmus and Central Auckland. There was a tendency to utilise public open spaces, farmland or existing institutions, such as race courses and schools, as this provided either ample space to erect temporary structures, and/or the ability to occupy existing buildings. Examples include the Auckland Domain (Camp Hale), camp facilities at Western Springs, the Avondale College site and Avondale Racecourse, Alexandra Park (Epsom Camp), and Victoria Park. North of Auckland, a number of farm camps were also set up in the Warkworth area.<sup>83</sup> Much of the construction of the camps for the American troops was carried out by the New Zealand soldiers, some tradesmen and members of the local Home Guard<sup>84</sup> (armed services designed to defend New Zealand from threat of invasion).

Comparative to the rest of the Auckland region, the Pukekohe area accommodated a considerable portion of the overall camps. Known locations associated with the military camps in the study area were:

- Schlaepfer's farmland site, Helvetia
- Wesley College site
- Camp Paerata/ Sim Road site
- Race course site

- Showgrounds site
- Roosevelt Park/ Roose's Bush site
- Town hall site
- Residence on the corner of East Street and Totara Avenue.

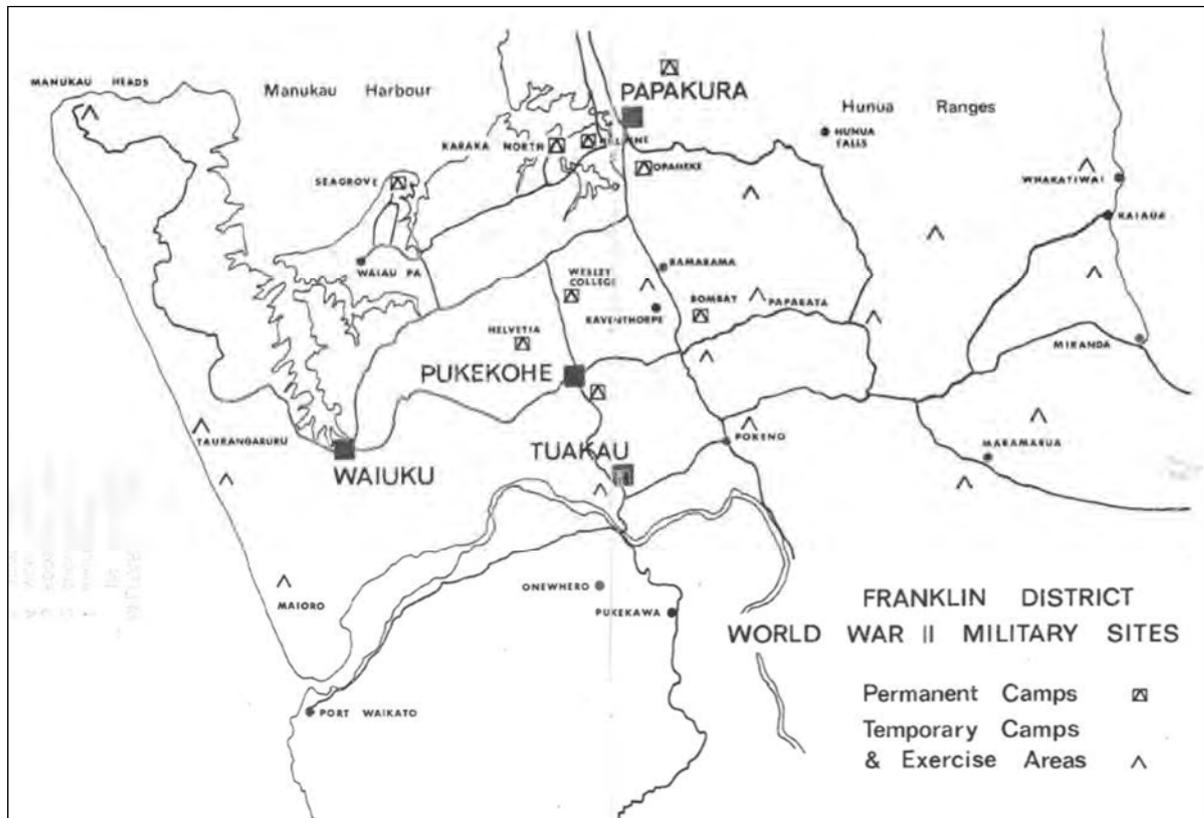


Figure 34. Locations of World War II military sites throughout the wider Franklin District. Morris, 1992.p. IX.

As illustrated in the above map, camps were also situated in the wider far southern area of Auckland. These included sites in Bombay, Hilldene, Karaka North, Seagrove and Papakura. The camps served different purposes ranging from areas of rest and recreation, to areas for the retraining of troops, particularly American troops, who were departing or returning to serve in the Pacific. The accommodation facilities were relatively makeshift, consisting of canvas tents, wooden huts or utilising existing buildings. There was often no electric light or heating, and the louvered windows of the huts let in the cold and the damp. Soldiers lined up with their own mess gear at the cookhouse and ate in mess rooms with bare wooden tables.

The huts were designed as temporary accommodation there are no huts known to survive in the study area today. This makes the more formal buildings which the camps either purpose-built or adaptively used from existing buildings as important tangible links to the former camps. Of particular note are the buildings at Wesley College. The Racecourse and Roosevelt Park remain as relatively open space areas today and the Sim Road and Helvetia camps are currently farmland, which to some degree assists in understanding the context in which these camps were situated. The occupation of these areas may have the potential to yield archaeological knowledge such as the outlines of former buildings or below ground artefacts associated with camp life during this short yet significant period in time.

The presence and significance of the troops extended beyond the occupation of the camps. Troops attended local church services, dances in local halls and participated in other recreational activities within the community, such as baseball in Bledisloe Park and golf on the Pukekohe Golf Course in Paerata. The troops trained and lent a hand harvesting market garden produce that was being grown not only for local consumption and export to Britain but

also for the troops in the Pacific. As will be discussed in the *Work* chapter, the Dehydration Plant in Pukekohe was in operation around the clock during World War II, and provided an important source of food for the local troops and those stationed in the Pacific.

#### **2.6.4 Sims Road Camp (Camp Paerata)**

The Sims Road Camp was closely associated with the Wesley Camp site, built on farmland to the east of Wesley College, off Sim Road. Initially, it was occupied by the New Zealand 35<sup>th</sup> Battalion, Third Division (Infantry), who arrived in July 1942, after completing several months of garrison duties in Fiji and vacated the site around October. This was then immediately followed by a number of different units of the United States military, the first being the American troops of the 43<sup>rd</sup> Infantry Division, who inhabited the site from October 1942 to January 1943, and who were later followed by the 9th Marines Infantry Regiment, 3<sup>rd</sup> Marine Division (February-July 1943), the 161<sup>st</sup> Infantry Regiment, 25<sup>th</sup> Infantry Division (November-February 1944), and the 169<sup>th</sup> Infantry Regiment, 43<sup>rd</sup> Division (March-July 1944). In total, the complex consisted of 232 four-men huts, 30 two-men huts, seven cookhouses, 20 mess huts, 14 latrines, 18 urinals, 13 ablution blocks, two shower blocks with laundry and drying room, one butcher's shop, one post office, one sick bay, eight stores, four tank stands and three pump houses. The buildings forming Camp Paerata were dismantled in the latter half of 1945, upon the War ending, and the area reverted back to use as farmland.

#### **2.6.5 Wesley Camp**

Wesley College was used by the New Zealand military in early 1942. After the New Zealand troops left, the College's buildings were occupied by 600 men and 120 nurses of the 39<sup>th</sup> Army General Hospital from November 1942, until February 1943. The College reopened to students in February 1944. Wesley School is an important tangible link back to the occupation of the area by the soldiers and nurses, in addition to its historical and social significance as a Methodist school, operating at this site since 1922.

As set out in the diagram below, a number of temporary structures were erected alongside the use of the existing school buildings. Those erected including ten two-men huts, four eight-man huts, a double cookhouse and mess room, three ablution blocks, and a shower block. Ten two-man huts were located immediately to the north of the W.H. Smith Memorial Chapel, while four eight-man huts, seven mess buildings and three ablution blocks were erected immediately to the west and rear of the chapel. The schools existing hospital wing was also utilised by the nurses.

#### **2.6.6 Moul House**

A large two-storey villa on the northern corner of East Street and Totara Avenue, known as the Moul House (as it was taken over from a Mrs Moul), was converted from a residence and functioned as the headquarters for the officers from the camp at Roosevelt Park.<sup>85</sup> The residence no longer remains on the site today.

#### **2.6.7 Roosevelt Park Camp**

The camp at Roosevelt Park was built in August 1942, in an area close to the bush within the park. As it was established a bit later than other camps in the area, it did not accommodate the first batch of American troops. It consisted of 53 two-man huts, 11 four-man huts, two cookhouses as well as one mess room and four ablution blocks. No obvious above ground features remain.

#### **2.6.8 Helvetia Camp**

The Helvetia camp was built mainly by local farmers. The three camps at Helvetia were on the farms of A. Schlaepfer (the Ostrich Farm – see *Work* chapter), E. Schlaepfer, and C. Wilson. The first American troops to arrive were members of the 637<sup>th</sup> Tank Destroyer

Battalion, and the 37<sup>th</sup> Infantry Division in June 1942. Part of the 214<sup>th</sup> Anti-Aircraft Artillery Group was also stationed at Helvetia for a short period in October 1942. The camps were also occupied by the three tank battalions of the 1<sup>st</sup> New Zealand Armoured Brigade in 1942-1943.

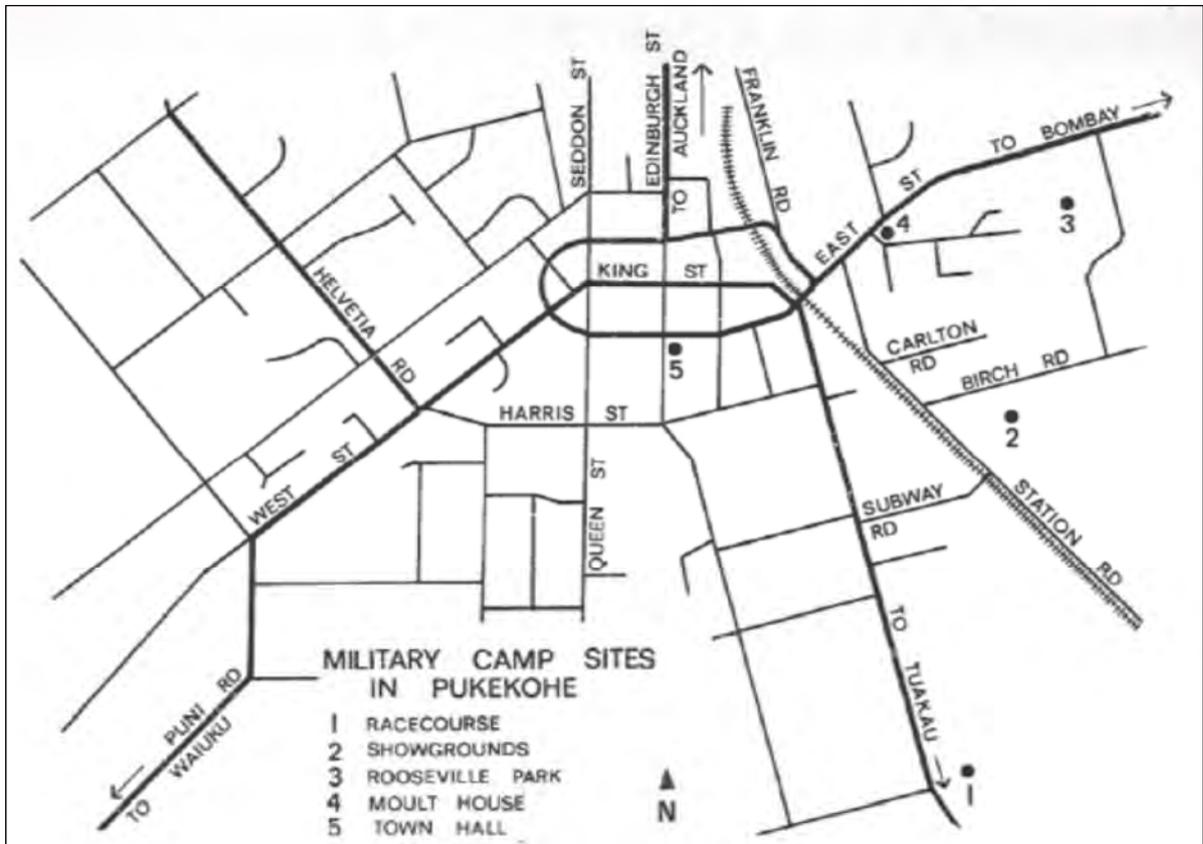


Figure 35. Markers of World War II military camps in Pukekohe Township. Morris 1992.p.7.

### 2.6.9 Race Course and Showgrounds

New Zealand troops occupied the Pukekohe Racecourse and Showgrounds as early as the winter of 1941. Up until April-May 1942, the men were all accommodated in canvas tents, but huts were then erected for the arrival of the American troops.<sup>84</sup> The first of the New Zealand troops occupied the Pukekohe Racecourse until May 1942. The first American unit billeted at the racecourse was a battalion of the 145<sup>th</sup> Infantry Regiment, and the 37<sup>th</sup> Infantry Division between June and July 1942. They were followed by the 214<sup>th</sup> Anti-Aircraft Artillery Group (October-November 1942); elements of the 43<sup>rd</sup> Infantry Division (October 1942 to January 1943 and March to July 1943), the 3<sup>rd</sup> Marine Division (February to July 1943), and 25<sup>th</sup> Infantry Division (November 1943 to February 1944).<sup>86</sup>

A plan for the racecourse shows that over 200 four-man low walled huts, 12 two-man huts, and several cookhouses, mess rooms, shower blocks, and a YMCA building were built on a large area of land between the race track and the Pukekohe-Buckland Road. Many of the Racing Club buildings from the time were also taken over, including the stables. The former Member's Stand was used as the Officers' mess and lounge. As well as the large hatted area, there were also sites set aside for tents.<sup>87</sup> The Franklin Racing Club was paid £350 per year in rent for the occupation and use of their buildings and 60 acres of land. In 1943, there were 1,800 Marines in camp at the Racecourse.<sup>88</sup>

### **2.6.10 Town Hall Site**

The War Memorial Town Hall, established in 1957 on Edinburgh Street, is a site of remembrance, commemorating those from Pukekohe who sacrificed their lives for their country, and its addition as a community asset put its seal on the town's war effort. (See *Remembering the Past* section in the *Ways of Life* chapter). Records indicate that what later became the town hall site was also part of a network of sites used for military purposes. It has not been established what exact military camp use the site served. It may have been a congregating meeting place, given its proximity within the town centre.

## **2.7 Healthcare**

As a predominantly rural community, a large scale hospital was not, and is not present in Pukekohe. Maternity hospitals alongside general medical facilities characterise the facilities historically provided for within the area.

### **2.7.1 Early Doctors and Hospital Facilities**

In the very initial years of European settlement, medical assistance was provided by the Armed Forces surgeon.<sup>89</sup> By 1888, medical practitioner James Tilby was practicing in Pukekohe.<sup>90</sup>

The most prominent and outspoken local based doctor featuring in Pukekohe's early settlement was Doctor James Dalziel, an Englishman who arrived in 1879 and purchased 99 acres of land in Pukekohe. He built a home and extensive stables in the vicinity of present day 25 Totara Avenue, Pukekohe which he operated his surgery and dispensary out of. The Doctor would see a number of his patients in Pukekohe and as far away as Pokeno and Manukau Head by travelling on horseback to their homes. This was because the journey to the doctor's residence often proved too difficult, especially when patients were very ill and were unable to travel to his practice due to the poor road and track networks. The house on Totara Avenue was also a nursing home at a later point, where many Pukekohe residents were born. For many years the area around Totara Avenue has been known locally as 'Doctors Hill' as a result of its association with Doctor Dalziel.

In time, the home and land came into the possession of the Roose family (also an early settler family) and in 1976, the former residence of Doctor Dalziel was subsequently demolished.<sup>91</sup> The well associated with the former residence and medical practice remains as a below ground feature of the site today. The well is situated at the rear of the present day residence, which replaced the earlier house.

Other doctors of note from the early to mid-twentieth century in Pukekohe were Doctors A.T. Begg, Bull, Hugh Stewart Douglas, Lumsden, McSweeney, McWhirter, Smith and Wake. Known extant examples of buildings operating as doctor practices include the former practice and residence of Doctor Douglas and also Doctor Begg. In the 1930s, Doctor Douglas was operating his medical practice as an attachment to his residence at 22 West Street, Pukekohe. Doctor Douglas had served as a pioneering medical practitioner, serving as Medical Superintendent upon his arrival at Hamilton Hospital in 1899. In the 1920s he entered into private practice, whereby it appears that he moved to Pukekohe.<sup>92</sup> This house remains today on its corner site.

Doctor Begg ran a medical practice from his property situated off what is today known as Lodge Street from the latter half of the 1930s, serving as a local doctor for approximately fifty years. The two storey former doctor's practice and residence remains today, however the building has been converted to a commercial use as a restaurant and its context has been

changed considerably. The buildings physical fabric has significantly altered as part of the subsequent conversions.

Examples of local chemists preparing prescriptions at the turn of the century were William Brosnahan (1905) and Frank Whyte (1905 Wises Directory) and later Reginald Fear (1921). Dental care was also available to the growing district, with Percy Boyd and Harold Lynsar both fulfilling this requirement by 1906.



Figure 36. Begg residence and medical practice and residence 1-2 years after construction (c. 1940). Courtesy of Begg, A private photo collection.

### 2.7.2 Early Private Hospitals

Two private hospitals in the central Pukekohe areas earlier days were 'Burwood' and 'Shirley', both located in the vicinity of Seddon Street.

### 2.7.3 Shirley Hospital

The exact date of the establishment of Shirley Hospital has not been identified through this survey however; *New Zealand Herald* newspaper articles refer to births at the hospital in 1921. In 1931, Shirley Hospital had beds for surgical and medical treatment. On those occasions when the Shirley Hospital was overflowing the patients would be taken to the nearby Burwood Hospital, located further down Seddon Street. The building accommodating the former Shirley Hospital no longer remains, having been removed when the 'ring road' was put through in the 1970-1980s.

### 2.7.4 Burwood Hospital/Maternity Home

Burwood was established in July 1917, under the management of Nurse Blair, who remained the matron throughout the duration of the hospital. It was the first hospital in Pukekohe to open under the Health Authorities. Burwood was very small, with only four beds, and its primary purpose was as a maternity home.<sup>93</sup> Burwood was licensed to take one general patient and an unlimited number of maternity patients.<sup>94</sup> The home seemed very crowded as it

accommodated the nursing staff, the owner/operator Mrs Mary Millar Blair, matron and her family as well as the maternity patients. The premises came under health inspection scrutiny, being found to be below par on several occasions. Burwood operated until 1955, and delivered approximately 2,000 babies.<sup>95</sup> The home provided a significant service for the local community in its day, with a number of babies born there. Upon ceasing as a maternity home Matron Blair ran a rest home for the elderly.<sup>96</sup>

Today, the former Burwood Hospital, which was accommodated in a villa, remains on its site at 91 Seddon Street, converted to residential use.

### **2.7.5 Ambulance Services**

Ambulance services were reasonably late to the scene in Pukekohe. A St John Ambulance Brigade, (Pukekohe branch) appears to have been first formed in 1926<sup>97</sup> but does not appear to have had its own building and facilities at that time in which to meet in or operate out of. As the population of Pukekohe grew and as transportation services developed, an ambulance was acquired for the transportation of urgent cases to Auckland Hospital.<sup>98</sup> A 'taxi- service' was deployed to accommodate the transportation of patients. In 1946, Franklin's first ambulance service began operation, based in Pukekohe. The ambulance, provided by the Auckland Hospital Board, was garaged at the home of a local member of the St John Ambulance Brigade,<sup>99</sup> still with no formal building.

Middlemore Hospital in Mangere was not opened until the late 1940s, and thereafter would have significantly reduced the extremely long journey all the way into the inner city. The St John Ambulance Association, Pukekohe branch, opened a new ambulance station in Roulston Street in 1976<sup>100</sup>, which it operates from today. Places and buildings associated with the earlier years of the ambulance service in Pukekohe have not been located during this survey; it appears they may not have had a specific building given the makeshift ambulance services which were being provided before the middle of the twentieth-century.

An article from the *Auckland Star*, November 1941, sums up the situation well, in terms of the late entry of specific ambulance facilities for Pukekohe and the resistance from the Auckland Hospital Board to provide one despite requests from the community stating:

*“PUKEKOHE AMBULANCE: The Hospital Board decided last evening to advise the Pukekohe Borough and the Franklin County Council, that the board considered that the establishment of an ambulance at Pukekohe was not warranted at present. A strong plea was made by Mr. G.T.Parvin for an ambulance. The decision was made on the casting vote of the chairman. (Auckland Star, 25 November 1941:5)”.*

### **2.7.6 Pukekohe Hospital**

It had been suggested in 1919, that a memorial cottage hospital be established in Pukekohe, as a tribute to those involved and affected by World War I, which had only just finished. Despite support in the municipal elections there was some doubt as to whether the Hospital Board would permit the erection of a hospital as a memorial. Needless to say this proposal did not eventuate. A Memorial Hospital was however erected in the nearby settlement of Waiuku, a few years later (1923).

It became apparent by the mid twentieth-century that Pukekohe required more substantial hospital facilities, both to accommodate the growing population and general advancing medical practices. Pukekohe Hospital was opened in 1953, as a 22 bed maternity unit, situated on the corner of Kitchener and Tuakau Roads. The hospital was officially opened by the honourable J.R. Hanan, Minister of Health on 30 July 1955.<sup>101</sup> In 1979, a geriatric ward was also built on the site. Over time, the hospital has changed its focus, whereby today there are ten clinic rooms utilised by visiting specialists from the Counties Manukau District Health

Board. Pukekohe Hospital currently has 26 beds, 10 of which are dedicated for assessment, treatment and rehabilitation. Today facilities outside Pukekohe, such as Middlemore Hospital, are often used for more critical medical care.



**Figure 37. Exterior view of Pukekohe Obstetric Hospital in 1962. FRA: I, 5 / Footprints 04882. Franklin Heritage Collection Pukekohe Library, Auckland Libraries.**

### **2.7.7 Wesley College Hospital Wing**

Wesley College in Paerata traditionally accommodated an isolation hospital wing for its students. The origins of the hospital derive from the gifting to the school of funds by Mrs Marianne Caughey Smith. The vision was to aid the management and care of those pupils who contracted infectious sicknesses. Designed by Mr Pearce and built by Mr A.G. Grinter, the hospital wing was officially opened on 28 May, 1927, and dedicated to the memory of Mrs Caughey Smith's nephew, William Henry Caughey, who died in World War I. The new block was built in brick and included 'a main ward with room for eight beds, a sun verandah for six beds, an isolation ward, a dispensary, nurses' quarters and a kitchen.'<sup>102</sup> This was also conveniently used as a hospital during World War II when the site was occupied as a military camp. While no longer used for this purpose today, the building remains as a part of a collection of earlier school buildings at Wesley College.

### **2.7.8 Plunket**

The inspired work of the late Sir Truby King in reducing the infant mortality and the health of woman and children was responsible for the founding of the local branch of the Plunket Society in the Franklin area in 1921. The first Plunket Room in Pukekohe began in a small room in Mr F. Perkins premises (on the start of the King Street corner). Later accommodation was made available by the Farmers' Trading Company and in 1924, the Borough Council Rest Rooms was used until 1927, when at a cost of £400 the Branch built a separate Plunket Room onto the rest room.<sup>103</sup> Like many other buildings from this era the building was designed by Mr John Routly.<sup>104</sup> This served the district until 1958, when the old Rest Room and Plunket Room were completely renovated and extended.<sup>105</sup>

The 'Pukekohe Plunket' building on the corner of Wesley Street housed the Plunket office for a number of years and likely predated the present Pukekohe War Memorial Town Hall, constructed in 1957, which stood behind the Plunket Rooms.<sup>106</sup> The building was demolished

as part of the development of the Franklin Centre site in 2007. The local Plunket branch has now relocated across the road in the former Pukekohe Borough Council Municipal Chambers.

### **2.7.9 Former Pukekohe Māori Woman's Restroom and Clinic**

Another building while no longer extant today, which illustrates local healthcare facilities, was the Māori Woman's Restroom and Clinic. While illustrating the segregation present, it also illustrated the movement towards better recognition of the need to provide specific support to the local Māori population, providing an important social and healthcare service for mothers and children and assisting with the prevention and intervention of illness.

The restroom was situated across from the Memorial Park (Roulston Park) on what was then part of Franklin Road. The facilities were formally opened by Princess Te Pua in December 1938.<sup>107</sup> The cost of the building was funded by the County and Borough Councils and the Native Department. John Routly, Mayor of Pukekohe at this time designed and supervised the construction of both the restroom and the clinic.<sup>108</sup> This building no longer remains and it has not been established through this survey when the building was removed.

It is possible there is a larger pool of places associated with the earlier days of healthcare, should such places be identified and extant, they may have historic heritage significance.

## **3 CHAPTER THREE: INFRASTRUCTURE**

This theme explores Pukekohe's infrastructure development starting from early settlement through to the middle of the twentieth century. Pukekohe services the rich and fertile lands of the surrounding Franklin area. The infrastructure has gradually built up to support and facilitate the work, wants and needs of a growing community. Railways and early roads helped transport the produce from the region's plentiful market gardens to central Auckland and beyond. Development of utilities included water, electricity and sanitation services supporting the growing community.

### **3.1 Transportation**

#### **3.1.1 Water Navigation**

The Franklin region is surrounded by waterways, the Waikato River (Te Awa O Waikato) to the south, the Thames Estuary to the east, the Manukau Harbour (Manukatanga O Hoturoa) to the north and the Tasman Ocean (Moananui O Rehua) to the west. Māori and very early European settlers in Franklin relied on these natural waterways for transport. Early settlements in the wider Franklin area were concentrated around the places with water access and settlement before 1850, was generally confined to those places where there was water access, such as Waiuku, Tuakau and Karaka.<sup>109</sup> While the wider area has a number of waterways, Pukekohe itself is not on a major harbour or river, it is located further inland. Smaller associated water bodies are however present, with the two catchments of the Whangapouri Stream (towards the Manukau Harbour) and Tutaenui Stream (towards the Waikato River) transcending through portions of the study area, and as mentioned above, the wider area connects up to several larger water bodies.

#### **3.1.2 Roads and Tracks**

There were no formed roads and few tracks in the early years, other than those tracks already formed by the local Māori. These navigation tracks had been critical to access the fertile interior of the area for Māori and would also be critical for the early European settlers initially. One such example is the Tuhimata trail that went from Pukekohe East through to Tuakau. Another important route was the 12 mile foot trek along the higher ground skirting the Mauku Stream and over Shepherd's Hill and Rangipokia Landing, where both the largest saw and flax mills of the lower Waikato operated. The track was so important as a route that it was improved into a dray lane during the 1850s.<sup>110</sup>

Increased settlement pressure led to the development of semi-formalised tracks through the area. More formal roads would need to be constructed if progress was to be made in the colonial settlement though. Outside of the urban centre of Auckland, progress on roads was slow. Under the supervision of a Major Harris, volunteers amongst the settlers were paid five shillings a day and work commenced.<sup>111</sup>

For those residing in the rural areas of Pukekohe and outlying settlements in wider Franklin, not close to the railway stations, the trip into Pukekohe township before the advent of the motor vehicle was a half or even full day excursion, there and back home, relying on horseback, horse and cart, or a long walk by foot. The need to develop a better roading infrastructure saw the formation of the various highway boards. Information on these Boards is set out under the *Governance* chapter, *Local Government* sub-theme.

##### **3.1.2.1 Road Linkages - Buckland**

In the earliest days of European settlement, there was no road or rail links between Buckland and Pukekohe, only bridle trails. Supplies were on foot or by packhorse from Drury, then the railhead from Auckland. Road access to Pukekohe was by the road now known locally as 'Hill

Road'. There was also a rough clay track through the bush on the eastern side of the railway line. The present day 'Yates Road' following this route is thought to have been known as 'Bush Road'. Before the formation of a formal road people use to often walk to Pukekohe along the railway line. The present main road, Highway 22, was not opened until after World War I. During the depression of the 1930s, a metal quarry was worked in Parker Lane, off Buckland Road (outside the study area). The workers lived in a crude camp consisting of tents with wooden floors.<sup>112</sup>

### 3.1.2.2 Road Linkages - Puni

At first Puni had no formal connection with Pukekohe and settlers had to carry all their goods from Patumahoe as the goods had to come by water from Onehunga to Pakington (now Glenbrooke). Again, access to Pukekohe was limited to a track through the bush.<sup>113</sup> Although a lot of early road construction was undertaken, it was basic.



OPENING OF A NEW ROAD BETWEEN PUKEKOHE AND AKA AKA, AUCKLAND, BY MR. MASSEY, M.H.R. MAY 24, 1907.  
The picture shows Mrs. H. Barber, Dec., walking the tape to declare the road open. S. Travers (Walker), Photo.

**Figure 38. Opening of a new road between Pukekohe and Aka Aka. AWNS-19070606-14-1. Franklin Heritage Collection Pukekohe Library, Auckland Libraries.**

Opening of a new road between Pukekohe and Aka Aka, Auckland, by Mr. Massey, M.H.R. May 24, 1907.

The following quote outlines how basic the roading formation was:

*A large quantity of road-cutting and clearing has been done in the district but although the work has been well done and good bush roads made they are almost impassable, consequence upon the too early traffic on them, and the extreme severity of the winter.*

114

Improved roads allowed further growth in the settlement, as did the construction of the Auckland to Mercer railway line through Pukekohe in 1875. The establishment of rail promoted the refocusing of the town centre close to the railway station. Before the railway came to Pukekohe the main centre had been at Nelson, Ward and Wellington Streets referred to as the 'Paddock Settlement'. After the railway, the centre shifted to the area around King Street.

In addition to facilitating growth and industry, major infrastructure routes also played a major role in the New Zealand Wars. Some parts of the Great South Road were constructed by colonial troops, to provide a thoroughfare to the Waikato. While outside of the specific study

area, the development of the Great South Road, starting in Drury, was a significant piece of infrastructure.

### 3.1.2.3 **Bridges and Other Roding Infrastructure**

Secondary roads, such as Burt Road (which runs from Drury to Paerata) and other infrastructure, such as bridges, also have potential for historic heritage values either because they were constructed in the earlier days of settlement, demonstrate engineering and technological accomplishments, or have been associated with events, such as the New Zealand Wars.

Limited bridge or buttress associated structures have been identified through this survey; however this does not eliminate the potential for a greater number to be identified with further investigation. The neighbouring settlement of Tuakau is known for its historic bridge and the Great South Road is located not far beyond the boundaries of the study area. As Pukekohe is not on a significantly wide waterway, bridges are likely to be less prominent features, or are more likely to be road bridges, should any be identified.

The main street of Pukekohe was not paved until after 1915. This was a welcome relief for the local residents who suffered the mud in winter and the dust in summer.<sup>115</sup> Much of the metal used to originally first pave King Street was cracked by prisoners from the His Majesty's Prison.<sup>116</sup> By 1937, 150 miles of clay roads still remained in the region of Pukekohe but over 500 miles had been surfaced.<sup>117</sup>

Pukekohe's main centre is focused around King Street, near the location of the first Pukekohe railway station. Today a ring loop circles the centre of town with the residential component of the town spreading out from there. Early development was focused in the flat east of the centre and to the west up Roose Hill. In the Paerata settlement, the street pattern focused along the main road and the adjacent railway line. With some development on the hill where the school and farms are located. The pattern of development in Buckland is similar to Paerata in that it is historically developed either side of the railway line (and later the road).

No further features associated with the *Roads* sub-theme such as, horse tying poles have been identified through this study. Should such features come to light, they may have the potential for historic heritage significance. Commercial and residential development is discussed in detail within *Building the Place*.



**Figure 39. Road surface of the main street (King Street) of Pukekohe- images looking in opposite directions - then and now. Image titled: No. 8 King St showing public buildings, Pukekohe. Pre 1.3.13 W & Co Auckland.**

#### **3.1.2.4 Road Names**

Road names can provide insight into the history of an area, indicating settlement patterns and community values. Some roads in Pukekohe are named after the early settlers to the area. Other roads were named (or re-named) in honour of specific persons or events or may be in reference to landscape features.

Pukekohe examples include:

Cape Hill Road – many of the early settlers to Pukekohe between 1864-1865, came on the 'Maori' or the 'Ganges' ships. The 'Maori' came from Cape Town and arrived in Auckland on 23 December 1864, the immigrants mainly settled on the eastern side of the present railway line. Some of the names in the area reflect the port of embarkation, "Cape Settlement", "Cape Road" and "Cape Hill Road".<sup>118</sup>

Franklin Road – named after the wider district in which Pukekohe lies. The district of Franklin is possibly named after Lady Jane Franklin, wife of Sir John Franklin, the arctic explorer who discovered the North West Passage around the top of North America. Lady Jane travelled in the Auckland area in the early days of British colonisation. In 1841 she left Hobart for New Zealand, visiting Wellington and Akaroa before arriving in Auckland, to stay with Governor Hobson's household. Lady Jane accepted an invitation to attend a missionary meeting at Waikato Heads, and so made the journey to the South Auckland area. She crossed the harbour in a mission schooner and was carried by Māori over rough and narrow paths, where during the journey she visited Waiuku and Maioro. Lady Jane was widowed in 1847. To honour the role she had played in her husband's discoveries, the Royal Geographical Society awarded her their Founders' Gold Medal. She was the first woman to ever receive the award. The year was 1860, the year that Franklin was named.<sup>119</sup>

Harris Street - named for Honourable Benjamin Harris, first chairman of the Pukekohe Road Board, and Member of Parliament for Franklin intermittently from 1879-1896.<sup>120</sup>

Henry Curd Terrace - Named for Mr. Henry Curd, one of the founders of Cooper and Curd Ltd. in the 1920s. Cooper and Curd were known as practical coach builders and manufacturers of gigs, carts and drays<sup>121</sup>.

John Street – previously called McKinney's Road. Named for John James McKinney, who arrived on the 'Ganges' in 1865. The name changed to John Street after a Mr. J. W. Johns who was a Borough Councillor during 1912-1913.<sup>122</sup>

King Street – previously called Main Street but was renamed for King Edward VII, 1901-1910.<sup>123</sup>

Roulston Street – possibly named for Mr William Roulston who owned two square miles of land in the district in 1905, and acted as Town Board Clerk until Mr J. Patteron was appointed. The Roulston Brothers were early shopkeepers and butchers in Pukekohe.<sup>124</sup>

Juwala Singh Lane – during the course of Franklin's first Heritage Week celebrations in 2010, the Franklin District Council resolved to name a pedestrian walkway on King Street, Pukekohe, 'Juwala Singh Lane'. This is in recognition of Mr Juwala Singh who was the first Indian immigrant to own a business property on King Street, Pukekohe.<sup>125</sup>

Routly Avenue – located on Pukekohe Hill, named after John Routly, a notable architect and former Mayor of Pukekohe. His terms of mayoral service were from 1921-1935 and again from 1938-1941.

Totara Avenue and Totara Place – likely named in recognition of the present stand of totara trees within Roose Bush, and potentially in recognition of what was likely a much larger area of totara trees prior to residential development.

Massey Avenue – named in honour of William Massey, Member of Parliament for the Franklin electorate from 1896, which he represented until his death in 1925. Massey was the 19<sup>th</sup> Prime Minister of New Zealand, holding this position from 1912 to 1925. He was also the founder of the Reform Party.<sup>126</sup>

Pukekohe East examples include:

Kern Road – named after Cecil George Kern and Lydia Kern who were founding settlers of the Pukekohe East district. Cecil and his wife bought 96 acres, which was covered in Manuka scrub. A small cottage was built, and then a homestead in 1915. A reserve was later set aside from land gifted by the family.

Ranchman Road – named after Thomas Ranchman, who is thought to have been the first European to take up permanent residence in the area south of Slippery Creek close to the settlement of Drury. Ranchman Road runs from the small settlement known as ‘Ranchman’, through to Pukekohe East.

Some interesting examples in Paerata include:

Anchor Road (Paerata) – possibly named after the anchor symbol used by the New Zealand Dairy Company. Also may be associated with the crown and anchor dice game (see below).<sup>127</sup>

Crown Road (Paerata) – crown and anchor is a dice game once favoured by sailors of the British Navy and the game is evoked in the names of countless pubs around the English speaking world.<sup>128</sup>

Some interesting examples in Helvetia include:

Schaefer Road, Helvetia Road, Ostrich Road, and Ostrich Farm Road – all four roads are associated with the former Schaefer Ostrich farm which previously operated in Helvetia.

Some interesting examples in Buckland include:

Buckland Road – named after the local area, which in turn is named after the early land owner Mr William Thorne Buckland. His landholding encapsulated most of the present village and stretched towards Tuakau to approximately Wright’s Road.<sup>129</sup>

Yates Road – named after the Yates seed farm owned by Arthur Yates & Co, operating in the early twentieth century in Buckland.<sup>130</sup>

A closer inspection of the area will reveal a significantly larger number of street names named in memory or in association with historical people, groups or events from the area’s past. See *Ways of Life* chapter, *remembering the Past* section, for a further discussion on historical place names.

### **3.1.3 Buses and Trucks**

Pukekohe is predominately an agricultural town, with a need to move fresh produce from the fields to the markets in Auckland. From 1875, the train meant easy access to Auckland but as the roads improved trucks were often used for the transport of goods and buses for the movement of people. A reliance on foot or horse and cart prevailed in the era prior to the automobile.

Unlike suburban areas connecting to larger central business districts, trams would have been a difficult and likely an inefficient form of transportation for provincial townships and rural settlements such as Pukekohe and its surrounding settlements. Neither Pukekohe nor any of the southern Auckland areas adopted tram services, instead favouring a strong reliance on the rail network.

Before the 1950s, owning a personal motor vehicle was outside of the affordability of most New Zealand families. There was an increased reliance on public transport. W.J. Wheeler and Sons started a bus service from Pukekohe to Auckland in 1926, with two buses. This trip took almost three hours along the main roads and is a testament to the poor condition of the roads.<sup>131</sup> Their buses also travelled between Pukekohe and Papakura, a popular route. In 1926, the company paid £100 towards the maintenance of the roads which were not equipped to carry the weight of a loaded bus. The money was paid as part of the application to drive buses along the route; the bus at eight tons exceeded the maximum weight limits on the road by two tons.<sup>132</sup> There are still regular bus services to and from Pukekohe linking the town to the neighbouring areas and central Auckland.

Tuakau resident Mr Frank Werner operated a bus service from Tuakau, through Buckland to connect passengers to the Auckland bus services at Pukekohe. From the 1920s there were regular services linking Buckland with Auckland using seven seater Buick cars<sup>133</sup>.

In the middle of the twentieth century, Shaw Transport was one of the key bus company's operating for school routes in and around Pukekohe.



**Figure 40. View of the Pukekohe bus terminal taken from Roulston Street c.1961.FRA: I, 5 / Footprints 03117. Franklin Heritage Collection Pukekohe Library, Auckland Libraries.**

### **3.1.3.1 *Stembridge Transport***

A prominent local transport company in Pukekohe, Stembridge Transport, started in 1919 with a horse and cart to transport goods around the area. In 1921, the company added its first truck to its fleet, a Republic three tonner with solid rubber wheels.<sup>134</sup> In 1921, the company moved to Edinburgh Street, where stables, and later truck yards, were erected. The company continued to prosper and grow, eventually moving to a site on Harris Street in 1960. By then there were no horses, and over ten trucks in the fleet. Although rail was still a popular means of

transporting goods to and from Pukekohe, as petrol became cheaper and roads became better, trucks became an increasingly attractive alternative. No other features associated with this sub-theme, such as historic bus-shelters, have been identified during the study.

### 3.1.4 Rail

The first railway in New Zealand was opened in 1863, connecting Christchurch and Lyttleton. Under the leadership of Premier Julius Vogel in the 1870s, railway development became a priority for the Government as it assisted in the colonial expansion of New Zealand and encouraged immigration.<sup>135</sup> By 1908, the Main Trunk Line allowed for unbroken travel from practically one end of the country to the other.

#### 3.1.4.1 Original Pukekohe Station

Pukekohe and outlying Buckland were linked to Auckland by rail in 1875 as a result of the extension of the line to Mercer, promoting the growth of agriculture and horticulture in the area.<sup>136</sup> The trip into Auckland was reduced to two and a half hours,<sup>137</sup> simply not possible before, this significantly aided the transport of produce to the Auckland market. The arrival of the railway therefore had a significant and positive impact on the town from an economic and infrastructure perspective.

To accommodate the new station, the town centre was refocused along King Street. New settlers were attracted to the area before the official opening of the railway on the 20 May 1875, to work as contractors, or supply railway sleepers.<sup>138</sup> The trades of the early settlers coming from South Africa between 1864 and 1865 reflected the plans for the Auckland-Waikato railway. These included specialist railway labourers, engine fitters, and engine drivers.<sup>139</sup> However, the settlers would need to wait ten years for the railway to come to Pukekohe. The station was close to the Pukekohe Hotel which was a key building present at that time. No above ground evidence remains today alluding to this former station site, which now forms the intersection of King Street, Manukau Road and Massey Avenue.



**Figure 41. An early photograph of Pukekohe station. Sir George Grey Special Collections, Auckland Libraries, AWNS-19060517-6-2.**

The side of the Pukekohe Hotel is evident in the left of the image. Other recognisable buildings in view include the small Bank of New Zealand premises on the right hand side of the road, near the train station. Sticking out to the side of the station building, the two-storey Masonic Lodge building can be seen in the distance.

By 1900 some locals were complaining about the station building and a petition was raised in 1906. Plans were made to renovate the first “T” shaped station but instead it was relocated to the new station and converted into a goods shed (no longer extant onsite).

### 3.1.4.2 Second (Present) Pukekohe Station

Construction on the new station began in the middle of 1912 and was in use by 1913. The station building was originally of a Troup era Class/Type B design<sup>11</sup>. Class/Type B stations provided a gable roof building, with seven choices of plan ranging from an unattended station at 44 feet long, containing a lobby and ladies waiting room, to a 103 feet long station with lobby, ladies waiting room, tickets and parcels office, station masters office, porters and lamp room. In the case of the Pukekohe station, the buildings first platform verandah was an uneven gable, and was located on the western side of the building.<sup>140</sup>

It was common for most rooms to have fireplaces set on the centreline of the building, and this is the case with the Pukekohe station. Typically the eaves were decorated with wooden brackets at 1.2 metre spacing and a finial mounted on each end.<sup>141</sup> These features are evident in the design of the Pukekohe station. However, today the finial and two chimneys are not present (one chimney having only recently been removed).



**Figure 42. Pukekohe railway station in 1913. Sir George Grey Special Collections, Auckland Libraries, AWNS-19130410-6-2.**

In time, the station building has expanded to provide more passenger shelter and the need to modify the position of the network lines. The first key change appears to have been in the 1930s. The main trunk line at Pukekohe was opened as a double tracked line on 29 March, 1931 with the track on the eastern side of the platform. The building was renovated to accommodate for its new status as a station situated on an island platform. A new eastern veranda was also erected. Around this time the station was extended to the north as well. There were modifications in 1954 to allow for the signal control system to be installed.<sup>142</sup> As of 2014, this device was still in use. Secondary raised platforms were added in 1993 to bring the level of the platform up to the level of the passenger trains. Passenger access is primarily from what is today Station Road, with a portion of an earlier footbridge still present for access down to the station.

The station serves as an active reminder of the once bustling and active meeting point, which, while it still receives significant passengers, is not the social terminus it once was. This trend is a national one, not limited to the Pukekohe station, and sees a change in the use of the stations themselves. The station once accommodated news-stands, a refreshment room, porter's room, parcel and luggage room, station masters office, and a ladies waiting room. Across the country, the greater availability of cars and buses during the 1920s gradually eroded rail passenger numbers, despite overall increases in freight. In the 1950s New Zealand

<sup>11</sup> Troup era stations, named after their designer George Troup refers to station design from the 1904-1945 periods. Within the 'Troup era' are three key categories. Class/Type A, Class/Type B and Island stations.

had more than 1350 railway stations, ranging from grand urban monuments to tiny weatherboard sheds.<sup>143</sup> This figure has decreased significantly, and many that do remain are no longer operational as passenger stations.

The railway station is one of a small number of remaining island-platform stations on the North Island Main Trunk Line and is still used by railway staff and the platform by passengers. A limited number of these buildings were constructed throughout the country to serve suburban stations and small towns. Canopies, plan layouts, details and finishes subtly differ, yet they are recognisable as a non-contagious group. Therefore, although built to a standard plan each station is different. While fabric additions have taken place, these are mainly sympathetic to the building and it can still be read as a Troup era station. The building represents the long association of the railway with Pukekohe and the role that the railway has had in its growth and development.



Figure 43. Pukekohe railway station as seen from pedestrian overbridge. Photo: AC, November 2013.

### 3.1.4.3 *Railway Worker Housing- Pukekohe and Paerata*

During the early twentieth century, the Railways Department became a significant housing builder in New Zealand. Whilst the department had been supplying employees with accommodation since the 1880s, the ongoing development of railways after World War I made it apparent of the need to provide a greater number of cost-effective housing for its workers. A large-scale housing construction scheme was therefore instigated, with plans to construct at least 300 houses every year. Manufacturing took place at a prefabrication factory in Frankton, with production commencing in 1923 until 1929. The pre-cut houses were transported by rail to various sites around the North Island. The Railway Department's Office Engineer, George Troup, led the redesign of the house plans. A basic Class B design was adopted which incorporated a standard house plan with four key façade variations.

A group of nine houses along Birch Road and Ngahere Road, off Station Road, were constructed as railway workers housing in the 1920s. While of some thematic interest, these dwellings appear to have undergone some alterations. Generally built in clusters and enclaves, this example is reasonably small and retains only four of what appears to have once been a total of nine. Two of those remaining have been somewhat altered externally. Railway housing does however provide thematic interest for the New Zealand Railways philosophy to house its workers in small communities, as well as the distinctive Troup pre-fabrication, and is of interest to this theme as well as *Building the Place*.

#### **3.1.4.4 Buckland Station**

The train stopped in the small outlying community of Buckland from 1875 with Mr William Thorne Buckland giving a site for a railway station.<sup>144</sup> The railway once took a more westerly course south of the station.<sup>145</sup> By the 1920s, the railway station at Buckland consisted of a complex of buildings, consisting of a cattle yard, goods shed, waiting room, ticket office, station masters residence and a row of houses for linesmen.<sup>146</sup> These buildings no longer remain *in situ*. The station closed to freight in 1954 and to passengers in 1968.<sup>147</sup> It has not been established through this survey if any of the station buildings were relocated, or if they were demolished.

#### **3.1.4.5 Paerata Station**

It was not until 1884 when increasing pressure from the local community lead to the opening of Paerata Station.<sup>148</sup> In 1912, Paerata became a junction point on the main truck line as works began to connect the settlement of Waiuku by rail at Paerata. The station became known as Paerata Junction. Works were slow and the new line was not completed until 1921-1922.<sup>149</sup> The growth of the station lead to several associated buildings' being constructed, few of which remain today. There is limited above evidence of the once bustling junction, with the foundations of the station water tower remaining with a 'Welcome' sign on top. There may be potential for further archaeological evidence below ground relating to the settlement's post-1875 association with the Main Trunk Line.

Four railway cottages on Crown Road, two of which were completed by the time the Waiuku line reached Paerata are still present and are the one visible remnant of the complex of buildings and other structures that once comprised Paerata Junction.

The Waiuku Branch railway line was closed to passengers in 1948 and to goods in 1968 but was rebuilt to service the Glenbrook Steel Mill the same year.<sup>150</sup> Railway traffic junction changes and modernisation of local railway signalling in the late 1970s meant the staff was no longer required at Paerata Station by which time the majority of the goods shed had been removed from the station. The Paerata Station was closed in 1977 with the remaining yard tracks being removed.<sup>151</sup>

#### **3.1.4.6 Helvetia Shelter Shed Station**

Another former station site within the study area was the small shelter shed situated in Helvetia, along the Waiuku branch line. When the Waiuku railway line was established in 1922, the Helvetia Ostrich farm (former) received its own train station. The line (called the Mission Bush Branch which connects the North Island Main Trunk railway to the Mission Bush Steel Mill) was opened on May 1922 as a passenger line, but was not very profitable. Passenger services ceased on 17 July, 1948.<sup>152</sup> Today, the station building has been moved from its original location and the line is used only for transport of raw materials (bulk lime and coal) and steel from the Glenbrook Steel Mill, destined for the Port of Tauranga. The old Helvetia station building was relocated to a property approximately three kilometres down the track, close to the tracks, after the station was no longer included as a stop. The building is a simple structure of weatherboard cladding and slight pitched roof.

### **3.1.5 The Automobile**

The first automobile came to Pukekohe in 1911, it was owned by Mr Berridge. Council decided to restrict its speed to 10 miles per hour, but Councillor John Comrie said "the speed was ridiculous because a donkey could travel faster."<sup>153</sup> In 1912, only three people owned automobiles in Pukekohe, and petrol was hard to come by. In the smaller connecting settlements, it is thought that the first automobile in Buckland was owned by Mr Bob Wright. It was bought in 1914 from Mr Henry Dyer of Onwhero and was a c.1912 model.<sup>154</sup> In Puni, the

first automobile was owned by Mr Robert Fulton, who purchased a brand new 1914 Model T.<sup>155</sup>



**Figure 44. Peace parade in King Street, 1919. FRA: II, Footprints 04642. Franklin Heritage Collection Pukekohe Library, Auckland Libraries.**

This image above illustrates the introduction of automobiles in Pukekohe in a Peace Parade on King Street in 1919. The Seddon Memorial lamp is also present.

By the 1920s automobiles were increasingly being driven and sold in Pukekohe. The motorisation meant increasing pressure on the roads and a demand for sealed road surfaces.<sup>156</sup> Alongside this, several motor dealerships opened in Pukekohe during the first part of the twentieth century including; Cooper and Curd on King Street, Stan Andrew on Roulston Street, Howe and Westin on King Street, Atkin and Bellhouse on Dublin Street and Kane's service station on King Street. Given the size of the town and the community it serviced there were a significant number of premises associated with the motor vehicle industry in the town centre area.

Conrad Cooper and Henry Curd started the Franklin Carriage Factory (later known as Cooper and Curd) in 1905 specialising in horse carriages. By 1913, the business had expanded to include sales of motor vehicles.<sup>157</sup> The ability for the company to move from the coach building to the new age of the motorcar ensured business remained a prominent employer in Pukekohe for many years. Their King Street workshop and sales building remains to this day on the corner of King Street and Edinburgh Street. However, the outbuildings and sheds no longer remain onsite. They also owned a funeral directing business and operated a service station. The first hearse in town was a 1918 six cylinder Buick.

The popularity of the motor vehicle in New Zealand started in the 1920s and continued slowly until the 1950s when the affordability and relative incomes saw a rapid increase in car ownership. Increased accessibility of the car led to a decline in public transport, including fewer bus services and the abandonment of trams in the inner suburbs of Auckland, and further afield. For rural communities like Pukekohe, cars represented a freedom, as well as a connection to the urban centre and markets of Auckland. Outside the suburban streets, in

close proximity to the town centre, there is today a heavy reliance on the car. This is however not atypical of most settlements.



**Figure 45. O'Connor's Building, West Street, 1924. Footprints 03237. Franklin Heritage Collection Pukekohe Library, Auckland Libraries.**

The sign on the side elevation of the building reads 'Pukekohe Motor Garage- H Wild Proprietor "- Dodge Brothers Service Station'. A sign 'garage' is also on the upper front elevation.

An early petrol station was the Howe's and Weston premises situated at the eastern end of King Street which they occupied for 26 years from 1926 to 1952. Later successive Howe and Weston premises were erected in the former W. Steveson and Sons premises, occupying the premises from 1952-1991 when the building was demolished. The Howe and Weston legacy was further continued with the construction of a contemporary Mobil and Honda dealership on the corner of Manukau Road and Massey Avenue. It has been the longest established motor company in Pukekohe.<sup>158</sup> Cooper and Curd also operated a petrol pump as part of their wider business. This has now been infilled as shops. A motor garage and service station we also run by H.Wild Proprietors, with the 'Dodge Brothers Service Station'.



**Figure 46. Cooper and Curd building with petrol pump. Franklin Heritage Collection Pukekohe Library, Auckland Libraries.**

## 3.2 Utilities

Potential historic heritage places associated with the *utilities* sub-theme may include power board depots, sub-stations, workshops and offices, pump houses, lamps, power lines, reservoirs water towers, wells and destructor buildings.

### 3.2.1 Water Supply

The immediate Pukekohe public water supply came from a reservoir at Hickey's Spring, named after Jeremiah Hickey the original landowner. The water was originally dammed, but later a series of underground collector pipes were installed to collect water directly from the spring and a treatment plant onsite.<sup>159</sup> The springs, now located within what is known as Hickeys Recreation Reserve are protected in the PAUP as a scheduled *Significant Historic Heritage Place* (UID # 01558).

In nearby Puni, prior to 1913 there was a reliance on the one running creek and a few weeks for water supply. On some large properties concrete cisterns were constructed to hold water reserves should the need arise. On properties where an ample supply of water was available, the carrying capacity of the land was 25-30 cows per 100 acres but on some blocks the carrying capacity was much less. In low water events, stock was herded to a specific location to drink from. Some farmers even carried water to their stock, proving very labour intensive.<sup>160</sup>



**Figure 47. Painting of Hickey's Spring c.1912. Published by J. Patterson, Bookseller, Stationer, Printer, Pukekohe, N.Z.). Franklin Heritage Collection Pukekohe Library, Auckland Libraries.FRA: I, 5, Footprints, 02363.**

The above image sets at a group of people posing with a calf in front of the reservoir at Hickey's dam, c. 1912. The man with a calf has been identified as Mr Hickey and the woman in a wheelchair as Mrs Hickey.

Puni's first bore was established and successfully supplied water in 1913. It was introduced by Mr Thyers who had shortly before purchased a site adjacent to the Puni School. From this came a further 20 bores that were sunk around the Puni area; ranging from 90 to 250 feet deep. It has not been established through this survey what number of these earlier bores may still exist today. Should any remain, they will be of thematic interest in relation to the

*infrastructure* and *work* themes. Windmills were the most economic means by which to pump the water in the early twentieth century. In time, developments in farming technologies, such as the introduction of top dressing the land with artificial fertiliser, resulted in the stock carrying capacity of the land increasing, alongside production. Into the second half of the 1920s, with the introduction of electricity through the reticulation provided by the Franklin Electric Power Board, the windmills were replaced by electric motor.<sup>161</sup> No windmills have been identified through this survey; again, the establishment of any remaining features will be of relevance in relation to the infrastructure theme.

Within Pukekohe, as early as 1911, the increasing demand for water, led the Pukekohe Town Board to investigate other options. A new water source was found on Pukekohe Hill, sufficient for a town of 15,000 inhabitants.<sup>162</sup> By 1923, there was ample water to service Pukekohe with three bores and two reservoirs, one on Pukekohe Hill along Anzac Road and the other on Roose's Hill, in Rooseville Park.<sup>163</sup>



**Figure 48. Municipal infrastructure building c.1912. Franklin Heritage Collection Pukekohe Library, Auckland Libraries. FRA: I, 5, Footprints 02364.**

The building under construction in the image above has been identified as the town's power house, but was more likely the pump house or water works. The men depicted have been identified from left to right as: H. Dell, a consulting engineer; A. Berriman; R.F. Webster, the Town Board chairman; a workman; J. Costello. If this is the case, the photograph must have been taken prior to April 1912, when the last Town Board was dissolved. The town's pump house was under construction at that time, whereas the powerhouse was not built until 1917.

The Franklin Underground Water Authority was formed in 1957, to manage the water resources in the region. It was dispended in 1973 and the function taken over by the Auckland Regional Water Board.

Water tanks and wells in areas outside of the main Pukekohe centre were common. A striking example is the water tower at Wesley College in Paerata. The water tank was likely built as part of a complex of buildings at the school in the 1930s; although a modern tank has been installed, the base of the structure appears similar to when constructed.

The known remains of a well, measuring 44 feet deep, is present on the former site of Doctor Dalzeil's house on Totara Avenue. The original house was demolished in 1976 but the hand dug well has been kept and preserved alongside more modern pumping equipment.<sup>164</sup>

Treated water from the nearby Waikato River first supplemented the Auckland water supply in July 2002. This was more than 130 years after it was first suggested. In the early 2000s up to 75,000 cubic metres of Waikato River water was pumped through 38 kilometres of pipes each day, supplying around 10 per cent of Auckland's needs.<sup>165</sup> While this is outside the direct study area the Waikato River is of relevance for its infrastructure, natural, cultural and historical development affiliations.



**Figure 49. Water tank at Wesley College-then and now. Left: Water tank at Wesley College, Paerata, 1940. Sir George Grey Special Collections, Auckland Libraries, 4-2671-18. Right: The water town at Wesley College as it appears today. Photo: AC, January 2014.**

### 3.2.2 Sanitation and Sewage

Across early Auckland, in particular in the more urbanised areas, waste management was a considerable health and amenity concern. The most important progressive initial step was the banning of cesspits and requiring night-soil collections. The cesspit consisted of a hole dug in a backyard, with an outhouse erected on top – when it filled, a new hole was dug. Before long backyards and paddocks were riddled with holes full of excrement, this was banned across the nation in 1870, shortly after the time more intensive settlement and development commenced in Pukekohe.<sup>166</sup> Households were generally required to pay a 'night-soil man' to collect the waste from their site.

Interestingly, little in the way of archival documentation has been located on this topic through this survey, but may be held in municipal files held by National Archives New Zealand. Parts of Pukekohe may contain earlier utility pipes beneath the ground. Such features may be of thematic interest in relation to this sub-theme, and useful in demonstrating and understanding changes in technology and public health practices over time.

As some parts of Pukekohe were reasonably rural and much more sparsely populated in comparison to inner Auckland areas, sewage reticulation doesn't appear to have been a substantial issue, or if so, not one that has been well recorded or publically complained about by residents on mass. Septic tanks also began being installed, in particular in the very rural area which lacked sewage reticulation from the early 1900s, and remain in portions of the study area today.

It appears that in the more urban area there was a desire for improved sanitation systems. Ratepayers of the newly established Pukekohe Borough approved a proposal for a reticulated sewerage system in 1912. The necessary finance however failed to eventuate. As a substitute, on 21 July 1915 a night soil or night-cart service was approved instead. It was some years before Pukekohe got a formal drainage and waste system.<sup>167</sup>

The piping of waste only became feasible with the introduction of high-pressure water supplies that could flush lavatories into the newly-constructed sewers. Sewerage systems were completed in Christchurch in 1882, Wellington in 1899, Dunedin in 1908, and Auckland in 1914. Auckland in general was well behind its other counterpart New Zealand cities in the development of a formal sewage network,<sup>168</sup> especially given its reasonably large size.

In 1914, there was no central sanitation system in Pukekohe. The town still relied upon septic tanks, pits and common burials.<sup>169</sup> This is not surprising given that this was only at the very start of when a sewage system was underway in inner Auckland. The first sewage scheme in Pukekohe was built over thirty years later in 1937-1938, and served only the more densely populated areas and the business part of town. The effluent was discharged into a stream leading to the Manukau Harbour.<sup>170</sup> Into the 1950s it became necessary to make alternative arrangements and a treatment pond was installed near the Waikato River to service Pukekohe and Tuakau.<sup>171</sup> The previous system had served the Borough for some twenty years but could not accommodate the growing population which was approaching 5,000 residents. In 1956, half the town was serviced by individual septic tanks and there was no provision for the disposal of industrial waste (other than for one business, the New Zealand Packaging Company). Oxidation ponds were the recommendation of the consulting engineer commissioned by the Borough, who also recommended the effluent pass into the Waikato River. Tuakau also joined this scheme with Pukekohe, as the mains for Pukekohe passed close to Tuakau, and it came to service both settlements.<sup>172</sup>

### **3.2.3 Rubbish Disposal**

In the early days of settlement, households and businesses were expected to make their own waste-disposal arrangements throughout the region and nation, Pukekohe being no exception.

In 1928, the Pukekohe Borough Council resolved to start a centralised collection of rubbish in the area and the erection of an incinerator.<sup>173</sup> By 1931, the rubbish was collected fortnightly in the residential areas and weekly in the main street.<sup>174</sup> It was not uncommon to bury or burn household and industrial waste prior to formal rubbish collection. The burial of household waste provides the potential for archaeological material of interest, below the grounds surface in rubbish pits. The formal exploration via archaeological practices, of earlier European occupation sites has the potential to reveal interesting information and to gain a deeper understanding about the ways of life of early Pukekohe residents, businesses and industries.

### **3.2.4 Electricity**

Electricity generation in New Zealand first began in 1888 in the small town of Reefton in the South Island.<sup>175</sup><sup>12</sup> However, in the late nineteenth and earlier part of the twentieth century, there was little lighting in the Franklin area at all. Carbide acetylene gas-powered street lights were present before the introduction of electricity in the town centre and some homes. The introduction on mass of reliable electricity and associated appliances revolutionised working and living conditions, for many farmers, industries, housewives and shop owners in the area. Development had the opportunity to expand considerably through this technological advancement.

#### **3.2.4.1 Seddon Memorial Lamp**

An example of a structure extant today, representing early lighting technologies is the Seddon Memorial lamp. In 1907, a triple gas lamp was erected by the local residents of Pukekohe in memory of the Right Honourable Richard John Seddon, premier of New Zealand from 1893-1906.

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<sup>12</sup> Reefton was the first location in the country to have a public supply of electricity. In addition, the town was the first to switch on an electric street lighting system in the Southern Hemisphere. Information accessed from : <http://www.reefton.co.nz/>

The lamp was first lit by carbide-generated acetylene gas and converted to electricity in 1912 when an electric generator plant was installed in Nelson Street that year (generator building no longer extant). The lamp was originally in the middle of the intersection and then moved just beyond the boundaries of the former Presbyterian Church site. Throughout time it has been shifted on several occasions, to accommodate motor traffic, was at one point in storage in Bledisloe Park, and in Roulston Park in the mid-1960s near the Pioneer Cottage.<sup>176</sup> It is now situated in Seddon Park close to its original location on Dell's corner at the junction of King, Queen, West and Seddon Streets.

#### **3.2.4.2 Progress with Electricity**

Prior to electricity, gas lamps were the main means of generating light. Gas lamps were first erected in Pukekohe's main street (King Street) in 1906. This was the first public lighting ever provided in the town. The gas lamps were replaced by electric power poles in 1917.<sup>177</sup> In October 1917, electric lighting was switched on in some parts of inner Pukekohe. The first areas illuminated included King, West, Harris, Seddon, Edinburgh, East Hall and Victoria Streets, Prospect Terrace, Manukau Road and Harrington Avenue.<sup>178</sup>

Although electricity was being used to power the town's water supply, there was not the money, manpower or reliable machinery available to power the rest of the town, let alone the surrounding rural areas. The initial supply of electricity was operated by the Borough Council prior to the FEPB being constituted.<sup>179</sup> In 1917 electrical engineer A.J. Fenn proposed a direct current system for the Franklin region.<sup>180</sup> The simple system could only provide electricity at certain times of the day as the council could not afford the accumulators for storing the energy.

By the 1920s, Pukekohe residents were increasingly interested in obtaining reliable power. Gas was expensive and coal was dirty, and the possibility of government hydro-electric power offered a potentially low cost and low maintenance alternative.<sup>181</sup> In the early 1920s a large number of Power Boards were gazetted across the country, marking a shift in the service of electricity away from the municipality.<sup>182</sup> In 1921 representatives from around the district met and formed what would become the FEPB.<sup>183</sup> In 1923, a provisional Committee was set by Local Bodies in the area to investigate the formation of a Power Board for the Franklin District. Early in 1924, the Borough became a constituent district when the Power Board was formed.<sup>184</sup>

In 1925, the Franklin Electric Power Board had established a store, offices and garages on Manukau Road, scheduled *Significant Historic Heritage Place* (UID# 01522). The Board purchased the Borough Generating Plant on the 1<sup>st</sup> August 1925 on its Neilson Street site (as well as the plant at Waiuku), and from that time the whole district was reticulated as promptly as possible (Pukekohe plant no longer extant). Most residents and businesses directly in the Borough readily requested electricity. In the outlying more rural areas more effort had to be made to canvass for it.<sup>185</sup> The Plant no longer remains and is now the site of the Miller Reserve.

Today, the town centre has been converted to below ground electricity, while the majority of earlier residential areas retain above ground power lines.

In 1927, the FEPB had grown sufficiently to require a second building. It was built on a section on King Street. With the establishment of Pukekohe as its base for operations, the Board was the first institution in the area to commence trading in electrical appliances. It is not clear who the final designer of the building was as tenders were called by Routly on 15 October, 1927. Likewise plans signed by Hamilton registered architect Thomas S. Cray are on file, to a design similar but not exactly the same as the final design built. The final two-storey King Street office appears to have been designed by either Routly or Cray.

The new showroom could display goods for sale, and there was room for offices. <sup>186</sup> The building at 62 King Street stayed in the ownership of the Power Board until 1973 when they moved to new offices on Seddon Street. <sup>187</sup> The King Street FEPB building is present today, with the upper level and front elevation features being the most prominent.

Electricity in the region continued to grow during the depression years despite difficult conditions for workers. Electricity prices had come down significantly between 1931 and 1935 and demand was increasing. <sup>188</sup> Linesmen continued to dig holes for the power lines by hand until the 1960s. From the 1950s and 1960s the FEPB started making their own concrete power poles, and continued to do so for 40 years. Between the 1980s and 1993 government regulation transformed power boards across the country. The FEPB became Counties Power, which it operates as today. The vast majority of the early timber pole lines have been replaced, or electricity infrastructure undergrounded. Any 1920s and 1930s poles that may remain have the potential to be of interest in relation to this theme.

An example of a building associated with utility services was the Pukekohe Powerhouse located on the corner of Nelson and John Streets. The Pukekohe Pump House and Steam Pumping Station were constructed to pump water to the two borough reservoirs. Later this housed coal fired electric generators for electrification from 1913 until the state hydro schedule came into operation in 1925. <sup>189</sup> The site then was used as the Municipal Works Depot. The pump house is no longer present and the site has been converted into public open space in more recent years. No pre mid-century substation buildings have been located within the area through this survey.



**Figure 50. Seddon Memorial lamp – local locations over time.**

**Left: Seddon Memorial lamp in front of the Presbyterian Church. Sir George Grey Special Collections, Auckland Libraries, AWNS-19070606-15-3.**

**Centre: Seddon Memorial lamp in Roulston Park off Stadium Drive in the mid-1960s. Auckland Libraries. Pukekohe Local History file. *Franklin 1967: A blueprint of industrial power and potential. 1967. p. 81.***

**Right: Seddon Memorial lamp today in Seddon Park. Photo: AC, 2013.**

A more detailed history of the Franklin Electric Power Board is set out in: Poplur, G. 2010. *Franklin's Powerful History. The story of Franklin Electric Power Board – Counties Power.* The Author.

### 3.2.5 More Recent Developments

An example of a more recent infrastructure development was the gas station introduced to the Paerata area. On 7 May, 1982, the Minister of Energy and local Member of Parliament Bill Birch turned on the supply valve at the Auckland Gas Company's Paerata gate station.



**Figure 51. Auckland Gas Company opening 1982. Courier collection, box 15/35. Franklin Heritage Collection Pukekohe Library, Auckland Libraries.**

Pictured beside the gas valve after the ceremony are Sir Austin Martin, the chairman of the Auckland Gas Company at the time, and the managing director, Albert Veart. The sign reads: 'Auckland Gas Company Ltd MARKING THE EVENT OF .... "THE TURN ON" OF NATURAL GAS to the Borough of Pukekohe 7<sup>th</sup> May 1982'.

## 4 CHAPTER FOUR: BUILDING THE PLACE

This chapter sets out the residential and commercial settlement and development of the Pukekohe area. In particular addressing historical patterns and trends and how these may have changed over time. The colonisation period which involved a significant number of acquisitions of land from the Māori population by the Crown is also discussed.

### 4.1 Residential Development

#### 4.1.1 Overview of Residential Development

This section of the *Building the Place* chapter addresses the residential development of the Pukekohe area. This very broadly covers Māori occupation in the very initial years of European contact in relation to land confiscations, Crown grants, and early pioneer settlement patterns (1850s -1870s) , leading into the Victorian (1870-1900) and Edwardian (1901-1919) eras, as well as moving forward into the Inter War (1920-1939) and Post War (1940-1965) periods. Land confiscations are strongly linked to the *Land and People* theme.

The pattern of residential development over time is discussed, this traditionally being one of dispersed rural living (other than the immediate town centre), then leading towards the trend for residential expansion from the 1950s into today, which has resulted in an encroachment into the rural hinterland, becoming a much greater proportion of urban and semi-urban areas within Pukekohe. Specific housing typologies are also discussed such as, the villa and bungalow and their various physical attributes, in particular examples within the Pukekohe area. Additionally, specific government associated housing programmes of relevance to the area, in this case the Māori State Advances Housing scheme are also covered, and state housing in the local context more broadly.

Potential heritage places associated with this theme may include groups of houses from a particular period, cohesive commercial development with strong historical and physical values, and individual buildings that have a strong historical association or is a notable example of an architectural style or exemplifies a prominent architect's work.

### 4.2 Colonisation, Land Confiscation and Inter-lwi Conflict

The 1840s to 1870s history of the area is one of numerous land disputes, both between the Crown and the local tribes, but also inter-tribal conflict. Land ownership was continuously disputed in relation to who the rightful owner was that the Crown should deal with regarding the possible sale of land, and with whom payment should be made to. Growing tensions arising from these sales and acquisitions (in a number of instances forcibly), alongside the colonial Government's fear of the Kingitanga movement eventually led, in part, to the outbreak of the New Zealand Wars in 1863.

The Kingitanga movement was founded in 1858, and involved adopting some practices of European culture in order to preserve and ensure the longevity of the Māori people and culture. The Kingitanga established a newspaper, bank, parliament, and most importantly elected a Māori king. The latter two actions were seen as a considerable threat to the British sovereignty by the Crown. The movement was significant in establishing an overarching Māori leader, and in part a form of unity, as prior to this, tribes generally only functioned independently under the leadership of their own chief(s).<sup>190</sup>

#### **4.2.1 Events from 1820s through to 1860s**

This report does not set out details on the typical social structure or physical layout of early Māori settlements, either fortified or unfortified pā. However, this is an important theme to be addressed in any future Mana Whenua thematic study of the area.

#### **4.2.2 Events of 1820s**

In the early 1820s, the Nga Puhi tribe from Northern Auckland, who had obtained muskets from the early European traders, came down through the Franklin area. They killed hundreds of the local tribesmen and drove the remnants far up the Waikato River into the interior of the Waikato area.<sup>191</sup>

#### **4.2.3 Events of 1830s**

1835 was an important milestone in the history of the Franklin tribes. They and the Waikato tribes had become well-armed forces, a match for the Nga Puhi if they came again to attack. It was calculated by the Missionaries that they could send into the field 6,580 fighting men.<sup>192</sup> When the local tribes returned to the Franklin area in 1835 after their time in the Waikato, most returned to their ancestral lands.

One of the places where a new settlement developed was on the lower slopes of Pukekohe Hill. The principal chief was Ihaka Takaanini of the Te Ākitai Waiohūa tribe, son of Pepene Te Tihi, who was later appointed as a Māori magistrate. Reihana, one of his younger relatives, Te Hapimana and other members of Ngati Pare, a sub tribe of Te Ākitai Waiohūa, cleared the bush for settlement.<sup>193</sup>

#### **4.2.4 Events of 1840s**

Not long after the founding of Auckland (1840), small numbers of organised European settlement began in the Franklin area. Although very early relationships with the European settlers were relatively amicable, these were soon stifled by illegal land sales and Crown acquisitions. August 1842 was the first time Māori entered into negotiations with the Crown regarding land in the Franklin area. In the first transaction, the area stretched from the Karaka foreshore on the Manukau Harbour to the Waikato River in the south.<sup>194</sup>

#### **4.2.5 Pukekohe Block**

The first purchase of the land known collectively as the 'Pukekohe Block' was made in 1843, with the Deed of Purchase signed on 7 December 1843. The dignitaries from the Māori parties were Katipa and Te Waka Kaihau, chiefs of the Ngatiteata tribe, and seven others. Payments in cash and goods amounting to £320 (£150 of which was cash) were made to the Ngatiteata tribe. The sale comprised the Karaka Parish, present day Pukekohe East and Harrisville, but did not include the areas which today form the Pukekohe central area and Tuakau, which were then Māori Reserves. The Puni Parish and also Patumahoe were also set aside as Māori Reserves. The reserve, known as 'Te Awanui o Taikehu', contained cultivations and ancestral burial grounds. (This area was retained by the Māori in the second Deed of Purchase too).<sup>195</sup>

This purchase of land however was immediately opposed by Mohi Te Ahi a Te Ngu and Ihaka Takaanini of Te Ākitai Waiohūa and in this they were supported by many other principal chiefs and tribes including Ngati Tamaoho. It was claimed that although the block could not have been sold without the consent of the Ngatiteata, it was Mohi's ancestor, Te Whare Aitu, who had been the more recent owner of the land. At this time, Ngatitamoho were negotiating to sell blocks of land at Rama Rama and Waiau Pa which the Ngatiteata opposed; so it was agreed that each should withdraw its opposition to the other's claim. The agreement was consummated with the payment by Ngati Te Ata of six casks of tobacco to Mohi and Akitai.<sup>196</sup> Ten years later a further payment was given. One source indicates that following the

determined efforts of Mohi and Akitai, the Crown offered £200 to satisfy their claims, which was also declined.<sup>197</sup>

By 1845, the Government had on sold much land between the Waiuku-Drury roads and the Karaka foreshore.<sup>198</sup> It would appear that the original owners of the Pukekohe Block never did wish to part with their ancestral land.<sup>199</sup> There was a recurring pattern, whereby the Crown first purchased Māori ancestral land from the incorrect iwi and then, in accordance with the policy of the day, compensated true owners in some form at a much later date, if at all. Additionally, to bypass lengthy sale and purchase negotiations, and the attendant problems with survey accuracy, the Crown made blanket purchases to the east and west of the Pukekohe Block. These blanket purchases included the whole of the Awhitu Peninsula, down to the Waikato River, and the Ramarama Block, to the east of the Pukekohe Block.<sup>200</sup>

#### **4.2.6 Second Pukekohe Block**

Into the 1850s again dispute arose. The sale and acquisition of the 'Second Pukekohe Block' occurred in 1853. In this instance, the local Māori claimed 5,381 acres as the extent of their Māori Reserve but the surveyor had recorded 3,115 acres as the official reserve area, and claimed the remainder for himself and other influential Europeans.

The two principal chiefs of Te Ākitai Waiohua Ihaka Takaanini and Mohi Te Ahi a Te Ngu, incensed by this treatment, went to Auckland to lodge a protest arguing that they had not been given prior notice of the survey and did not have an opportunity to point out the limits of their reserve. Chiefs Mohi and Ihaka enlisted the help of Bishop Selwyn and eventually, after several years, most of the land was returned to them, but not before some of the land had been sold and on-sold already. The three key European land owners were E. and W. Arrowsmith, J. Carruth, A. Meldrum and W. McTier. Upon return of this land to the Māori, the respective Europeans were given land elsewhere and were compensated by the Crown. Two had already sold land to other purchasers who had put up basic buildings and made other improvements. Additionally, Mr Thomas Hawke and his father Mr Samuel Hawke were amongst those in the 1850s who bought parcels of land from the Crown, buying 110 hectares and later 249 hectares of land to the east of the present day Pukekohe, close to Belgium Road and the A & P Showgrounds.

#### **4.2.7 Te Puni Block**

The Te Puni Block, adjoining the Puni and Waiuku Parishes, was set aside as a Māori Reserve under the sale of the Pukekohe Block of 1843. The exact date when land in the Puni Block was offered for sale to the settlers has not be clearly established through this survey, it appears this may have been in c.1848. What is known is that sections were sold for the nearby Waiuku Township in 1851 and rural allotments were sold in the Waiuku East Parish in 1855. When the Te Puni Block was sold, the area consisted of the southern boundary being to the Waikato River, the eastern line began at Te Iaroa (Cameron Town) and skirted westward along the back of Pukekohe Hill and then northward to Whaiatiapa (this was situated to the south eastern corner of the Te Roto Block), and bounded on the north by the Patumahoe Māori land, to a point in the west called Wahaoruamano, then southward again to Ngateke on the Waitkato River. These boundaries would cover roughly the main area of what became the Puni Parish, a portion of which is within the subject study area.<sup>201</sup>

#### **4.2.8 Events of 1860s**

By 1860, the Māori tribes in the Franklin area had parted with much of their land but still retained some areas for their own use. When the War broke out in 1863, Mohi and many other local Māori left the Pukekohe area, afraid of what might happen, and retired across the Waikato River, where they joined up with the Kingite forces. Ihaka Takaanini, his father Pepene Te Tihi and other members of Te Ākitai Waiohua, including women, children and elderly individuals, did not retire quickly enough and were taken prisoner. Pepene Te Tihi and

two of Ihaka's children died in custody at a military camp in Otahuhu. Four months later Ihaka was sent to Rakino Island where he died shortly afterwards.<sup>202</sup>

Ihaka Takaanini hesitated to declare his allegiance to either side and was taken prisoner. Four months later he was sent to Rakino Island and he died shortly afterwards.

War broke out in the northern Waikato in July 1863 with local hapu losing lives and property. Defeat was eventually conceded following decisive battles at Rangiriri in November 1863 and Orakau in April 1864. This ultimately cleared the way for the expansion of colonial settlement, as had been the desired intent of the Crown.

As discussed in the *Land and People* and *Governance* chapters, the Pukekohe East Presbyterian Church was a local scene of conflict. A stockade was erected and a trench dug around the church shortly after its completion. On September 14 1863, the church was attacked by Māori (Ngāti Maniapoto and Ngāti Pou and a few northern Waikato tribesmen) and shots were exchanged. The bullet holes in the church and graves act as a physical reminder that the place was a battle site, and it serves as a site of remembrance for both Māori and Europeans and the community at large.

Whilst relatively small in numbers, after the War, the European settlers returned, while the former Māori owners withdrew.<sup>203</sup> The remaining Māori land around Pukekohe (East) amounting to some 6,000 acres was confiscated by the Government under the *New Zealand Settlements Act 1863*. This was intended to punish support for the Māori King against Imperial and Colonial troops and aimed to provide a buffer between Auckland and the King Movement Māori further south. The confiscation was not only limited to the Pukekohe area, it included other land in the Franklin District, such as 11,000 acres in nearby Tuakau. It is recorded that compensation of £3, 944 was paid to the family of Ihaka and a further £1,500 to the other Māori. Mohi received nothing as compensation.<sup>204</sup>



**Figure 52. Confiscation and purchase map of the Pukekohe and surrounding area, including dates. Murdoch, G 1988.**

This map illustrates the names of specific areas of Māori occupation or interest and the date of confiscation in some instances. The Pukekohe and Pukekohe West Confiscation Blocks are both dated 1865 in this map.

#### 4.2.9 Present Day Redress

Today, land redress and other custodian recognition processes are taking place, with different iwi groups at different stages in the process, as well as collective redress across the iwis with interest in the wider Tāmaki- maku-rau (Auckland) area. The redress recognises historical grievances as a result of land confiscations, and seeks to recognise past wrongs through the gifting/returning of land currently under Crown ownership. The redress process also provides for instances of first right of purchase of some Crown agency land, and/ or monetary payments. The redresses can also include recognition of associations with natural environment features such as, water, fisheries maunga (mountain), and other sacred places. In some cases, the formal recognition of the Māori name of places is also one of the points of redress, to formally recognise traditional place names.

#### 4.2.10 Māori Occupation and Settlement Sites

*The following are by no means a comprehensive indication of the places of interest or historic occupation by mana whenua, but represent two publically known sites. In terms of a full list of places of potential significance, it is for the relevant Mana Whenua groups to determine these places and their level of value with them.*

#### 4.2.11 Te Manu-A-Tu Pa- Bluff Hill

An ancient fortified pā of the Waiohua known as Te Maunu-a-Tu (The War-God’s Lure) stood on the western end of the Paerata ridge in ancient times. It was recorded that in the 1970s hallows in the ground denoting kumara pits and ovens were visible. It has not been observed whether these features still remain today.<sup>205</sup>



Figure 53. Painting of Paerata and Burt’s Farm. Belich, J: 1988:283.

#### 4.2.12 Te Puni Pā/Kinga

A signage board erected on the Puni Memorial Reserve on Attwell Road describes the Māori history of this site<sup>13</sup>:

Prior to European settlement in around the 1880s, the Puaha Waikato-Manuka tribes occupied this extinct volcanic cone and surrounding area. A fortified pa was present between 200 and 500 years ago. The site is on the main ara (route) to the Waikato River where other pa were situated at the river’s edge (known as Cameron Town). Archaeological features are still visible today, including terracing around the slopes, shell midden, and kumara storage pits. Some of which are open sided and lined with rock, making them quite unique to the Franklin area. Discoveries on the site have included a large amount of flaked rock, indicating that this area may have been used

<sup>13</sup> Text paraphrased.

as a flaking area to make stone tools. Ashes have also been located, indicating where fires would have once burned.

This place is of potential archaeological interest. As mentioned previously, the significance of the place in relation to Māori heritage values is for Mana Whenua to determine.<sup>206</sup>



**Figure 54. Sign panel at the entrance to Puni Reserve. Photo: AC, February 2014.**

Interpretation signage present in front of the entrance to the Puni Reserve – providing overview information on the former Māori settlement site.

#### **4.2.13 1865- Waikato Immigration Scheme**

The *Waikato Immigration Scheme* was part of an attempt by the Government to bring large numbers of immigrants to the North Island. It was felt that the establishment of European settlements would help to consolidate the Government's position after the New Zealand Wars, and facilitate the development of the regions involved, to the mutual advantage of the general and provincial governments.

To hold this area and other confiscated blocks in the Franklin area, the Government brought out immigrants from Britain and South Africa (coming original mainly from Ireland) and allocated them five and ten acre lots in Pukekohe. The Crown believed that many capitalists would be attracted as there was so much land available in the Waikato area, including Franklin in settlements such as Pukekohe.

When Pukekohe was surveyed for the *Waikato Immigration Scheme* in 1865, the chosen land was surveyed into five- and ten-acre lots. This was different from other planned settlements designed by the government for the *Waikato Immigration Scheme* and the militia settlements such as Hamilton, Cambridge and Tauranga; (in the militia settlement cases the towns were surveyed into one-acre lots and a central area was surveyed into much smaller lots, obviously intended for commercial and retail development). In Pukekohe, no such smaller lots were surveyed and no area was set aside for a commercial centre.

When these initial immigrants began arriving in August 1864, they spent some time in a transit camp as there were initially delays in getting the allotments surveyed. Approximately 850 local settlers arrived from Ulster, Ireland between 1864 and 1866. In May 1865 a shipload of further new settlers from the Cape of Good Hope in South Africa who was made up of approximately 500 Irish arrived who came after a sojourn in South Africa and were predominantly Catholics from the south-west of Ireland. Some were granted five acre lots in the area now enclosed by West Street, King Street, the railway line and Birdwood and Jutland Roads. The five acre blocks were allocated to those from the Cape Colony (South Africa) as there were a steady number of people eager to leave the depressed Cape. The quantity of land offered to the

English and Scottish immigrants had to be increased to provide adequate incentive to come to the new land. The British were allocated ten acre blocks, plus an additional five acres for each child older than 12. Many of Pukekohe's settlers from this period were provided with free travel to New Zealand and were granted the five or ten acre lots in return for contributing to the creation of the colony of New Zealand. In spite of the difficulties most stayed and claimed their crown grants three years after settlement.

The scheme was not as successful as had originally been intended. The loan could not be secured in London, and in the end only 3,000 people, instead of the hoped for 20,000, immigrants were brought to New Zealand on 13 ships in 1864 and 1865. In total, approximately 2,000 came from Britain and 1,000 from the Cape. Across the various areas covered by the scheme, there were considerable delays in making land available to settlers, who were temporarily housed in poor conditions in Auckland and the Waikato. Furthermore, little land was available for sale to defray the expenses of the scheme. When migrants got onto their land much work was needed before it could sustain a family, let alone make a profit. Public works, such as roads, gave immigrants temporary employment.

## **4.3 Housing Typologies of Historical Interest**

### **4.3.1 Overview of Typologies**

The vast majority of housing stock of historical interest in the study area is comparatively modest in size and design features, in comparison to some areas within Auckland's more urban areas and further afield. The vast majority of pre 1940s residential building stock is detached and limited to one storey, with only a small number of two storey examples. While generally modest, the housing stock is true to reflecting the development of the places, people and events, and in particular reflects what until more recently has been a settlement with a significantly rural character. While today part of the Auckland region, historically Pukekohe was seen as being a considerable distance, both geographically and physiologically from the Isthmus and inner city of Auckland. One of the characteristics of the area is the variety of its housing stock over consecutive eras, and the mixture of urban and rural settings.

### **4.3.2 The Cottage**

There are several sub forms within the cottage typology. Early cottages were very small, sometimes only two rooms, with a simple gable or hipped roof - usually wood shingled with a centre door and windows on either side. For example, the 'salt box' cottage consists of a gable with incorporated lean-to; generally with a rectangular floor plan. This typology appears to be a significant rarity in the study area. One such residence at 24 Dublin Place, Pukekohe is scheduled as a *Significant Historic Heritage Place* in the PAUP (UID# 01515). Additional examples have not been noted from field survey. Should other examples of salt box cottages remain with a high level of fabric integrity, they would have the potential for local historic heritage significance and rarity value.

### **4.3.3 The Villa**

The timber villa was the predominant residence of the Victorian and Edwardian eras. In Pukekohe, the villa is typically characterised as one storey, detached and clad in timber, but various sub-forms are present. Grand estates do not characterise the historical pattern of housing in Pukekohe. Most examples are reasonably modest in size and detailing.

Historically, native timbers such as kauri were in abundance and was utilised in the construction of housing. Today, timbers such as kauri are prized and reasonably scarce in construction, where it was once common place. Slight local variances in building materials occurred in some parts of New Zealand where stone may have been readily available, or in

the case of the brick villa, often associated with nearby brickworks. No geographic specific deviations have been identified in relation to the subject area.

The villa came in various configurations, the most common being the square front, single bay and corner villas. Where built in a more urbanised setting the villa almost always fronted the street, putting its best face forward. In more rural settings, where no streetscape was necessarily present the house sometimes was orientated to take advantage of a view or other such feature.

The basic form of the roof was a gable (two sides of equal slope meeting in the centre of a ridge) and the shape of the roof came from the way the roof finished at the outer wall, either as a gable end, or hipped, or combination of the two.<sup>207</sup> Prominent features were angled bay windows with double hung sash windows. Elaborate fretwork and finials placed on the centre of a gable were also prominent features, and remain admired features of the typology. The interior typically applied a 'hall and parlour' floor plan, with a series of main rooms off a central hallway. Rooms were designed with considerable stud heights giving a spacious feel. Originally features we today take for granted such as the bathroom, were situated in a small outside ablutions shed. Over time, to accommodate modernised living standards the villa has almost always been reconfigured to accommodate a laundry, internal bathroom facilities and modernised kitchen. There may be a small number of properties which also retain some of these earlier living features, alongside the modern counterpart. However, this hypothesis has not been confirmed through this survey, and would be difficult to determine without onsite and interior field work.

While its built form is of historical interest, the social trends and patterns that the villa can illustrate to us about past customs, practices and technologies can be just as significant as the built form of the villa itself.

The study area illustrates a range of the various sub-forms of the villa discussed above. However, a key characteristic of their development is the generally dispersed nature of the housing stock in both the urban and rural contexts of Pukekohe and its smaller outlying settlements. Where more on mass housing was developed, on smaller urban sites, only a small number of examples of enclaves were built and hence only a handful remain today. There were very few instances of consistent streetscapes of villas (or bungalows) in Pukekohe originally and therefore there are a limited number of examples to draw upon. As is discussed, its character was traditionally one of dispersal. Examples of small enclaves can be seen on Prospect Terrace, portions of Harris Street, on a portion of Princes Street, scatterings on Totara Avenue and a small enclave on Albert Street. Rural examples of dispersed villas and bungalows can be seen on Cape Hill Road. Illustrative examples are set out in the following pages and within Appendix 7: Places of Interest list.

Based on field observations, there are well over one hundred buildings at present within the study area that can be described as villas or transitional villas, as well as a similar number of 1920s-1930s bungalows (predominantly all designed and/or occupied as private residences, with a small number adapted for commercial use). There is considerable variance in the physical fabric integrity of these buildings and known information regarding the people and events associated with them. Without a significant person(s), group(s) or event(s) associated to these villas and bungalows they serve as representative examples of their typology, which while of historical interest does not make them exceptionally significant as historic heritage places (without further values attached). Therefore, the *Places of Interest* list sets out either those places with high architectural qualities and rarity, and/or examples associated with a historically significant person, group, historical event or theme. Further research into the future may identify additional places of merit not presently set out or assigned a priority

ranking or increase the ranking of a place on the list. (As discussed further in Appendix 8: Issues Mapping).

Alongside the primary residence, additional features of association that can be of interest and interrelated significance can include plantings and landscape design, steps and paths, fencing and gates, wells, tennis courts, pools, as well as outbuildings such as sheds and garages, barns and stables, outdoor bathrooms and laundries.

The introduction of steam powered machinery to the construction and design process enabled on mass housing from the 1860s, whereas prior to this much more extensive manual labour was necessary. Other than the Pukekohe East Presbyterian Church no buildings prior to the 1870s are known to be extant in the study area today (and even in the case of the Pukekohe East Church a level of restorative fabric work has meant it is likely there is limited original hand sawn materials and cladding).

The villa was by and large a catalogue house. Timber companies produced framing; weatherboards, doors, windows, linings, mouldings, as well as entire houses and also accessories such as gates, fences and furniture, these details could be customised to the speculator or new home owners' needs and wants. Catalogues and pattern books provided ample design options. This ultimately allowed for quite a bit of small scale variance to the articulated detailing of the villa, in particular the fretwork.



**Figure 55. Examples of Pukekohe villas**

**Left: West Street- urban square front villa. Photo: AC, March 2014.**

**Right: Pukekohe East Road- Villa in a semi-rural setting (with side addition). Photo: AC, March 2014.**

#### **4.3.4 The Transitional Villa/Transitional Bungalow**

The villa was beginning to give way to the bungalow by about 1910, and transitional villas bridge that gap. The erection of transitional villas typically appears in the smaller time bracket of the 1910 to 1915 period. The transitional villa retained the general form and layout of its predecessor villa typology, but also began to incorporate what would become known as bungalow detailing, such as exposed rafter tails, casement windows and less ornamentation. The pitch of the roof was often also less steep. As the name suggests, the typology was a hybrid. One perspective is that the transitional villas is as stylistically ambiguous, a dilution of the character of the villa, while the other is that it presents its final flowering. Some transitional villas are still firmly rooted in the villa style, distinguished only by their ornamentation, while others exhibit very strong bungalow influences.

Additional information and analysis pertaining to the history of the villa is found in: Salmond, J. 1986, reprinted 1998. *Old New Zealand Houses, 1800-1940*. Auckland: Reed Publishing as well as a number of other scholarly publications and works.



Figure 56. Transitional villas on Buckland Road, Prospect Terrace and George Crescent. Photos: AC, March 2014.

#### 4.3.5 The Bungalow- Inter War

The most well celebrated of the bungalow family is New Zealand's interpretation of the California Bungalow which was inspired by popular American housing trends of the time. The bungalows ranged from the grand and decorated, built on farms or generous residential sections, to the more modest, similarly built examples that were constructed in rows of smaller residential sections.

The bungalow became the desired family home after World War I, with the villa style having fallen out of flavour. It featured a slow-slung form, an asymmetrical composition, shallow pitched gable roof with wide eaves. It was also characterised by deep porches as opposed to a verandah which characterised the villa, bowed bay windows, and revealed structural elements and an emphasis on hand crafted and rustic materials such as shingles. The chimney often having a wide flat cap. The interior moved away from the more rigid floor plan of the villa with a more informal open plan. Casement (hinged) windows replaced the double-hung windows of the villa, and included a 'fanlight' window above, generally filled with leadlight glass.

By the 1930s, the California bungalow was joined by the simpler and more conservative English-influenced bungalow. This change in form was in part influenced by the depression of

the 1930s. The large porch and layered gable configuration produced a typology with little or no ornamentation, projecting box windows, and shallow hipped roof with boxed eaves.<sup>208</sup> This style remained into the 1950s. Further variations such as Tudor Revival style also emerged around this time however is not a typology evident in the Pukekohe area.

Additional information and analysis pertaining to the history of the bungalow is found in: Ashford, J. 1994. *Bungalow in New Zealand*. Auckland: Viking, as well as a number of other scholarly publications and works.

#### Examples of Bungalows within Pukekohe



Figure 57. Examples of bungalows on Roulston Street and Princes Street. Photos: AC, November 2013 and March 2014.



Figure 58. Examples of bungalows on Princes and Helvetia Road. Photos: AC, 2013 and March 2014.

#### 4.3.6 Mid-Twentieth Century Eclectic Styles

As a national trend generally during the World War II period (1939-1945), very few houses and commercial premises were built. In particular with commercial building, those that were built during and shortly after the War were mainly with parapet fronts and flat sloping roofs, as a result of the shortage of iron, alongside a shortage of other building materials and labour resources. Malthoid and tar or corrugated fibrolite sometimes covered the rafters.<sup>209</sup>

Only a small pool of examples of the Art Deco style of housing is evident in the study area. This architectural style was constructed in the late 1920s through to the early 1940s. Its design traits are based on strong geometrical and angular forms, and graphic sharpness. The use of streamlined details such as race stripes, zigzags, ziggurats and sun beams are commonly displayed design attributes of this style. Curved corners spoke of the aerodynamic quality of the style. Generally Art Deco buildings applied a flat roof and commonly applied 'three' in its features design philosophy, for example, three windows in a row or three race stripes. In

Pukekohe a reasonably constrained application of this style is present in the domestic building stock.

There are no apparent residences derived from the Arts and Crafts, Spanish Mission or the Art Nouveau styles of note within the study area.

While no notable examples of modernist heritage have been identified through this survey, post mid-sixties development should be re-evaluated with the passage of time. Development from the 1950s and 1960s has the potential to contribute technological and architectural significance, in particular with regards to imbedding new philosophies into how spaces are used and perceived. The potential for modernist heritage places should not be discounted, modernist heritage can have the potential to be a defining period in relation to historic heritage. However, as mentioned, it does not appear to feature highly in the subject area.

A newspaper article from 1932, sets out the following, regarding the state of land demands in and around the Pukekohe area in 1932:

## **LAND SALES**

### **LITTLE DEMAND AT PUKEKOHE**

There appears to be very little demand for land at present, or if there is a genuine demand those in search of properties are not prepared to rise to the vendor's reserve. Doubtless the low prices ruling for primary produce have a decided influence on present day property values, the genuine buyer assessing the value of the land on the basis of what it will produce under present-day costs. This fact was considered when several farm properties in the Pukekohe and Bombay districts were offered for sale at auction. One property, comprising 33¾ acres, at the foot of Pukekohe Hill, and consisting of first class cropping land, was passed in at £75 an acre.

*Auckland Star*, 7 December 1932:11.

#### **4.3.7 Modern Suburban Development (1966-Present)**

The contemporary development of the Pukekohe area does not appear to reflect any particularly notable heritage themes at this point in time, other than illustrating the further expansion and development. In particular, over the past ten years Pukekohe has seen considerable residential expansion into green fields, modifying the settlement pattern, with considerable development into the former rural hinterland, and thus increasing its population size considerably and the general form of the landscape. This appears highly likely to be a settlement pattern that will continue.

#### **4.3.8 State Housing**

A shortage of housing was present in the initial years following World War II. The need for housing was so significant that a transit camp was established for makeshift accommodation in Roosevelt Park, upon the departure of the site by the New Zealand and American soldiers.

The bulk of the state housing in Pukekohe was built by the first Labour Government (1935-1949), and exhibits design characteristics typical of this period. The initiation of the State houses were influenced by the form and details of the English Cottage-style bungalows of the 1930s in a stripped down form, and have been described as follows:

*The state houses are compact with standardised roof lines and windows, each house orientated to have its living room on the north side to maximise sun. In an effort to avoid stigma, Department of Housing Construction architects consciously introduced variety in building materials and house shape and size, using both one and two storeys, semi-detached buildings and four house units within individual housing schemes.<sup>210</sup>*

State houses typically feature hipped or side-gabled roofs with terracotta or asbestos cement roof tiles. A variety of cladding materials—namely timber weatherboards, brick veneer, asbestos cement, and concrete—were used to reduce the homogeneity. The setting of state houses is also notable, typically arranged along landscaped curvilinear streets, with recreation reserves and community facilities integrated into the subdivisions.

In Pukekohe, the State Advances approached a number of the local churches regarding the purchase of some of their land for the purpose of additional housing. The Presbyterian Church was approached regarding their site on West Street, but the church was not willing to sell as they envisioned relocating their parish to the site.<sup>211</sup> The Catholic Church with their land holding on Seddon Street and the Methodists on Wesley Street agreed to the sale of portions of their landholdings to the State Advances who proceeded to purchase and erect housing. This is evident from the ten or so brick residences erected on Wesley Street. The churches were desirable to instigate enquires with for land purchase as they had reasonably large land holdings, much of it not developed with buildings, and were centrally located near the town centre. Additionally, most of the church's had run into financial difficulties, especially with the Great Depression and World War II, the opportunity for boosting finances was appealing. Newspaper articles from 1937-1938 detail the establishment of state homes in Pukekohe.

Today, a few small enclaves of state housing and former Māori housing is present within the Pukekohe area, the vast majority of which remains under the ownership of Housing New Zealand. As the Māori housing was philosophically designed to be 'pepper potted' in amongst the rest of the residential areas there are not consistent streets lined with housing developed under this scheme (in most instances). Those that are present in some concentration of numbers are situated in the vicinity of Montgomery Avenue, Kennelly Crescent, Freyberg Crescent and Victoria Road, as well as on Wesley Street and Harris Avenue

Enclaves from the 1940s era are also on the upper portion of Prospect Terrace and on the corner of Carlton Road. Tasman Street in the Pukekohe North area has a concentration of detached state housing. The typology of housing on Tasman Street appears to be later than areas such in the vicinity of Montgomery Avenue and Wesley Street. While Tasman Street and surround streets such as Birdswood Road do have a strong agglomeration of state housing, it is not considered to possess an historic character, being a much more modern housing area.

The state housing from this area was characterised by a number of features. The street layout had a tendency towards a cul de sac formation. State residences in are a mixture of brick and/or timber cladding, consisting predominantly of small square hip roofed bungalows. Some are detached, while others are duplexes. All appear to be single storey. The residences have consistent setbacks from the front boundary and spacious sections, usually with minimal onsite landscaping. Other typologies such as the double level complexes and the 'star flat' apartments do not feature in the housing landscape of Pukekohe.

As a broader theme, state housing developments have the potential to be significant in illustrating patterns of change in New Zealand's social and planning practices. There are a number of state housing enclaves across the region and nation, with varying levels of significance within the wider social and state housing theme, and with varying levels of fabric and context integrity. Those locations which illustrate a new concept within the state housing

movement, are rare examples, first of a typology, or have high collective integrity are of greatest interest.

In Pukekohe, the enclaves contain only small pockets, interlaced amongst non-state housing properties. There is a limited degree of streetscape cohesion of the state housing stock overall, with reduced legibility due to infill development, alterations, and predominantly due to the scattered nature of the original development. The Māori housing scheme appears to be of the greatest thematic interest in relation to state initiated social housing. The differentiation between general state housing and those developed through the Māori Housing Scheme are not readily apparent or read through outwardly viewing the built form. The specific ascertaining of which residences were general state housing and which were specifically for the Māori housing scheme have not been identified, but their general vicinity is set out in within the discussion on Māori housing below.



**Figure 59. Examples of 1940s state housing in Pukekohe. Photos: AC, January 2014.**  
**Left: 1940s state housing on Kennelly Crescent, Pukekohe.**  
**Right: 1940s state housing on Wesley Street, Pukekohe.**

A small enclave of brick clad state housing on Wesley Street was until recently a reasonably good representative local example of its type. However, with the construction of a new large commercial building, several of the dwellings were demolished and their context has now been intruded upon by the new large scale development overshadowing the closest adjoining remaining brick residence. A portion of Kennelly Crescent illustrates a small collection of state housing stock with consistent setbacks, similar building footprints and building typologies.

Amongst several other publications, additional information about the history of state housing in New Zealand can be found in: B. Schrader. *We Call it Home: A History of State Housing in New Zealand*. 2005. Auckland: Reed Publishing.

#### **4.3.9 Government Housing Programmes: Māori Housing Schemes**

By the late nineteenth century the Māori population was declining in New Zealand. The prevalence of disease combined with “the erosion of social and economic life through land alienation”, meant that communities were unable to thrive.<sup>212</sup> Early in the twentieth century, it was recognised that substandard housing and living conditions were related to population loss, and though meaningful government intervention was not instigated until after World War II, schemes were put in place to improve housing and health.<sup>213</sup>

In 1900 Sir James Carroll, then Native Minister, introduced the idea in Parliament that Māori should have “some form of local self-government, similar to that of borough or county councils”. It was believed that “local self-government would help in raising Māori morale and in conserving in some way the rights of the Māori people to rule themselves in their own organisation.”<sup>214</sup> Under the *Māori Councils Act 1900* member Councils would have the “power to establish by-laws and to enforce sanitary regulations in Māori communities”<sup>215</sup>, including

“enforcing the cleansing of houses and other buildings” found to be “in a dirty and unwholesome state”.<sup>216</sup>

In 1901, Maui Pomare was appointed the country’s first Native Health Officer under the *Public Health Act 1900*. Native Health Officers had the power to order the demolition of houses or order their improvement. In 1903, the role of Native Sanitary Inspector was established to assist the Native Health Officers. They undertook house-to-house inspections and had the power to condemn houses or require improvements.<sup>217</sup>

The flu epidemic of 1918-1919 was a turning point for Government intervention in Māori housing. Seven times more Māori died from the epidemic than Pākehā.<sup>218</sup> Travel restrictions were placed on Māori, requiring them to carry proof of vaccination before leaving their homes.<sup>219</sup> Officers commissioned to look into the high mortality rate examined communities and were shocked by living conditions.<sup>220</sup> The lack of financial resource available to the Māori Councils meant “that the Act did not supply that authority which was necessary to enable the several Councils to carry out the full intention of Parliament”<sup>221</sup> and were therefore unable to address many of the health and hygiene issues present in their communities.

In 1930, Māori Councils were “empowered by the *Public Health Act 1900* to carry out sanitary works and to enforce by-laws relating to health and sanitation.”<sup>222</sup> Control over the Councils was taken over by the Health Department and Sir Peter Buck was appointed Director of Māori Hygiene.<sup>223</sup>

During the 1930s, Housing Officers and the Board of Native Affairs undertook surveys into the living conditions of rural Māori. Through the surveys, it was determined that western-style housing would transform Māori social and cultural practices that were deemed to be detrimental to health. Living conditions were connected to improvements in health and it was hoped that western housing would improve family and gender relations. This context fostered the loan scheme for Māori housing.<sup>224</sup>

In 1935 the *Native Housing Act* was passed, extending the powers of the Government to the financing of new houses in rural Māori communities and also funding repairs, alterations, improvements and amenities.<sup>225</sup> Schemes provided access to loans rather than public housing assistance. The Government did not set out how the *Native Housing Act* would operate until August 1936, following debate over whether the scheme should include cost recovery or be ‘philanthropic’ or both.<sup>226</sup> It was eventually decided that the Government would recover all loan costs. “Money could only be lent on an undivided interest in Māori Land, and the maximum to be lent was £750.”<sup>227</sup>

The emphasis on lending for home ownership, rather than providing houses for rental purposes soon revealed that many Māori were too poor to participate in the scheme.<sup>228</sup> In response to the low scheme uptake, “the Native Department instituted surveys in rural Māori communities across the country to assess housing needs.”<sup>229</sup> “Surveys were run by the Māori District Land Boards in seven districts. Each settlement was visited by a housing or health officer and rated” – residents were also interviewed to provide detailed reports.<sup>230</sup>

In 1938 an amendment to the *Native Housing Act* established a special fund for use by “indigent” Māori who had no land as security for a loan or no ability to repay one.<sup>231</sup> Also under this amendment, the Board of Native Affairs was empowered to build houses for sale or lease. While most participants in this scheme paid little or nothing, preference was given to those who could make some repayment.<sup>232</sup>

The Government had encouraged Māori to stay in rural areas through the *Native Housing Act* and other land development schemes, however during and immediately after the World War II, Māori began to shift to towns and cities to take jobs at factories.<sup>233</sup> Māori who relocated to cities were unable to access government housing schemes because they were established

exclusively for Māori in rural areas. With no other options, most Māori took up residence in slums.

Māori were excluded from the mainstream state housing programme (until the late 1940s) because the Government thought few could afford them. “At the same time, it refused to build cheaper houses for Māori on the grounds that this would compromise its ambition to raise national housing standards.”<sup>234</sup> This thinking was challenged in 1944 after the Department of Native Affairs surveyed Māori housing conditions in urban areas of Panmure. It found Māori crowding into tents and shacks made from rusting corrugated iron and discarded packing cases. Sobered by this and other similar reports, the government agreed in 1948 to build state houses for Māori, to be jointly managed by State Advances and the (renamed) Department of Māori Affairs.<sup>235</sup> Forced to back down from its opposition to housing Māori, State Advances decided that the best way to do this would be to intersperse (‘pepper potted’) them among Pākeha. In this way, Māori could improve themselves by learning to live like Pākeha.<sup>236</sup>

The separation of Māori state housing from all other state housing reflected the widely held view that Māori welfare needs should be dealt with by a separate organisation. It also underlined the government’s insistence that providing housing as a response to need was not the normal function of the state housing programme. This form of access to housing merely extended the provision of special housing assistance which had begun under the *Native Housing Act*. Despite governmental reluctance, Māori had been more successful than some other groups in acquiring housing resources.”<sup>237</sup>

#### **4.3.10 Māori Housing Schemes in Pukekohe**

Throughout the 1920s, Māori worked as migrant farm workers in and around Pukekohe. They were restricted to staying in camps outside of the borough, living in accommodation constructed from pieces of timber found, rusted corrugated iron, sacking and other refuse. The only other housing option was to rent manure or potato sheds from farmers. In 1925 the Borough Health Inspector noted these living conditions, and blamed them on the inability of Māori to procure suitable homes close to their place of work.<sup>238</sup> Despite this report, and several other negative reports from Borough Health Officers, poor living conditions continued.<sup>239</sup>

During the Great Depression, the Health Inspector proposed the construction of a hostel for Māori in an effort to improve living conditions and health. This was immediately opposed, as farmers believed that Māori would not show up to work in the gardens if they were accommodated in the city. Eventually, in 1938, a small hall with an attached health clinic was constructed for Māori use.<sup>240</sup> (The location of this hall has not been identified through this survey).

In 1940, a Borough Council representative on the hospital board suggested that the Government establish a Māori village outside the Pukekohe Borough boundary. A group of women representing local women’s organisations formed the Māori Women’s Club and supported the petition for the proposed village.<sup>241</sup>

Through the *Native Housing Act 1935*, central government committed itself to a “policy of Māori rural development and farm settlement”, and in 1940, the Minister for Native Affairs announced a £20,000 re-housing scheme for Pukekohe’s Māori. The announcement included two groups of four homes; one group on the borough boundary and the other within an established Pākeha residential area inside the borough boundaries.<sup>242</sup> The second area was opposed immediately. Pākeha residents feared that the presence of Māori would lower land values. Despite protestation, the council provisionally approved the site anyway.<sup>243</sup>

In 1941, a meeting was held among interested parties to discuss problems facing local Māori. Local spokesmen supported the village proposal and agreed to form the Franklin Māori Council under the *Māori Councils Act 1900*.<sup>244</sup>

In the meantime, a new Borough Council, which opposed the re-housing scheme, came into power. The council delayed ratification of the scheme provisionally approved by their predecessors to provide the Franklin Māori Council the opportunity to approve the proposed Māori village. The Māori Council eventually approved the village and the Borough Council used this decision to vigorously oppose the part of the scheme within the borough boundaries.<sup>245</sup> Central government then rejected the village plan, but agreed to consider other sites. Interest in the scheme waned during this process; however the Māori Council continued to plan for the village, including a community centre, playing fields, rental housing and market gardening.<sup>246</sup> (Also see the *Work* chapter relating to market gardening and *Ways of Life* chapter under the *Education and Community Facilities and Organisations* sections).

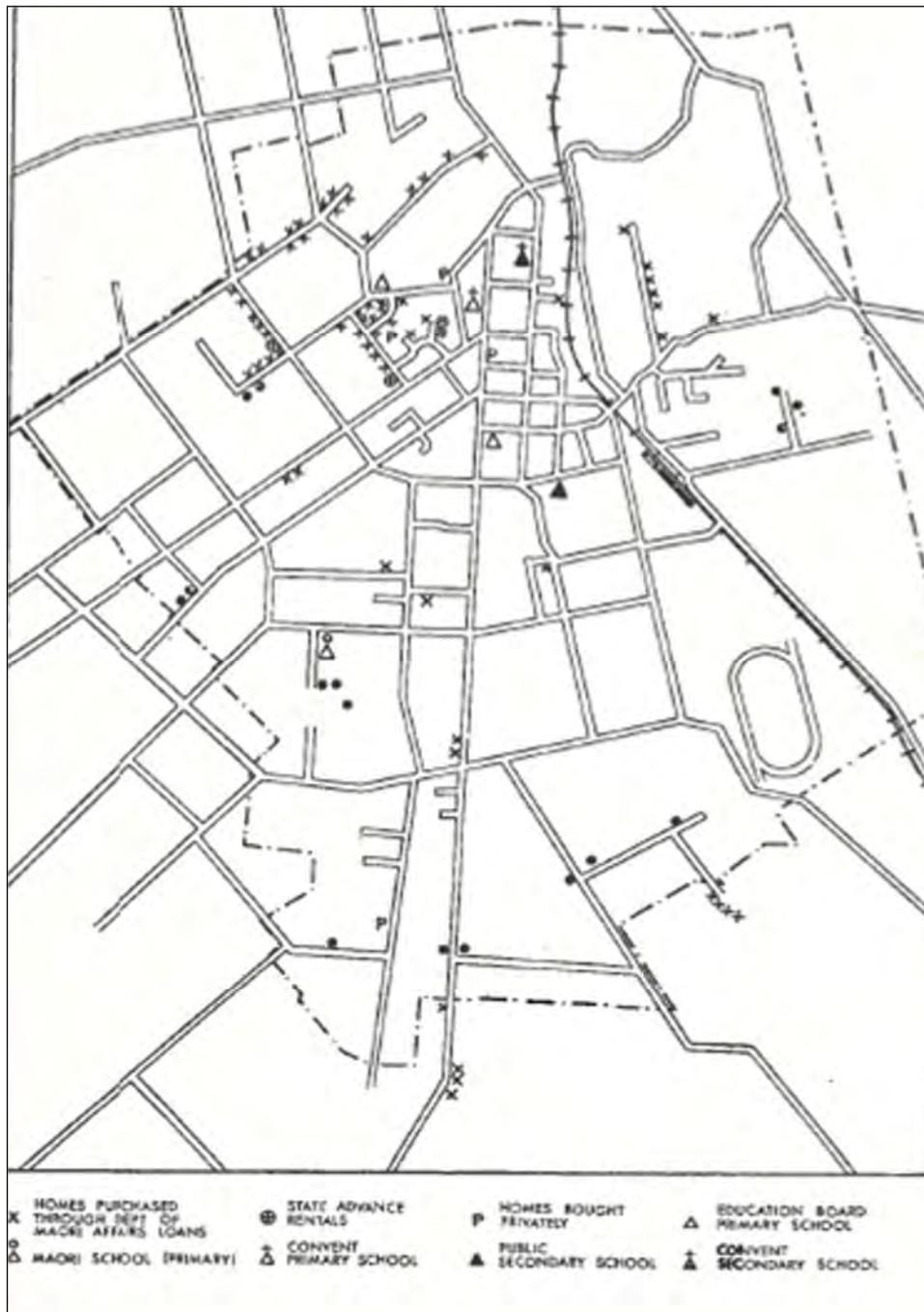
World War II caused a temporary recession in the housing programme, however to supply the war effort, Pukekohe's market gardens were extended, and produce processing factories were established in the area, attracting further migrant workers. Garden workers were housed in army-type huts erected by the government.<sup>247</sup>

Following the war, the re-housing programme continued. In 1951, the Māori Affairs Department advised the Pukekohe Borough Council that it had approved 12 sections in a large housing estate for Māori housing. The Borough Council immediately opposed this plan, again citing loss of land value.<sup>248</sup>

By 1961, 65 houses had been built in Pukekohe, most within established Pākeha areas. Pākeha objections were never fully overcome; however living conditions had been transformed for the Māori population. Living conditions on gardens also improved following complaints lodged with the union in 1955.<sup>249</sup> By 1962, the Department of Māori Affairs was having difficulty procuring new sections for the scheme and few new houses were built after this date.<sup>250</sup>

In the 1950s and 1960s the state houses constructed for Māori were little different from those built for Pākehā. Slight differences in internal configuration took place to provide for cultural differences.

**Pukekohe Borough: Schools and Māori Households- October 1961**



**Figure 60. Schools and Māori Households in Pukekohe Borough in October 1961. Kernot, B. 1972. People of the four winds. No page number.**

This diagram illustrates the location of homes purchased through the Māori Affairs Loans scheme, the Pukekohe Māori School, State Advance rentals and other educational facilities in 1961. While a small number of the houses were in the outer lying areas of Pukekohe, the vast majority were focused around the central area of the Pukekohe township. As of October 1961, there appear to have been more homes purchased through the Department of Māori Affairs than State Advances rentals. Also at this time (1961), the Pukekohe Māori School had been established (1952), but would close down a few years later in 1964. (See *Ways of Life* chapter, *Education and Community Facilities and Organisations* sections).

## 4.4 Notable Architects and Builders

### 4.4.1 Local Architects

There are several architects and builders appearing a number of times within the study area in association with places of historical interest, both in relation to residential, civic and commercial buildings. The architects John Routly, L.C.A. Potter, F.W. Mountjoy and Fred Souster designed a number of buildings between the 1910-1940s period, in the Pukekohe area.

#### **-Souster**

Fred Souster, a registered architect, appears in relation to a number of places in Pukekohe. Based on newspaper clippings, Souster was at the peak of his architectural career during the 1910-1915 period. Souster also had a presence in other parts of Auckland, namely in the Northcote and Birkenhead area, as well as Devonport, on the North Shore. In this regard, he is not specifically a Pukekohe based architect. Souster's local architectural office was in the O'Connor's Building in West Street, at one point. The O'Connor's Building is a scheduled *Significant Historic Heritage Place* (UID# 1520) in the PAUP. He also practiced out of the King's Chambers around 1917.<sup>251</sup>

#### **-Mountjoy**

F.W. Mountjoy also features in the 1915 era of development in Pukekohe. He advertised his services as both an architect and structural engineer.<sup>252</sup> His offices appear to have operated out of the Premier Hall Building as well as the Kings/Legal Chamber Buildings, the location of which has not been ascertained. Mountjoy was the architect of the extant St Andrews Vicarage. An understanding of his wider repertoire of works would assist in understanding his overall contribution and significance as an architect in Pukekohe and surrounding areas.

#### **-Routly**

Possibly the most prominent and prolific local architect in the early to mid-twentieth century identified is Mr John Routly. While some of the other notable architects resided outside the area, Routly was very much a local man. Routly was an architect by trade, receiving his training abroad. He was known for his knowledge of the American Steel Frame System and Reinforced Concrete Work.

Alongside his role as an architect, he also served two terms as Mayor of Pukekohe Borough, between 1921-1935 and again between 1938-1941. During these periods as mayor he was still highly active in designing buildings, as well as involved in the building process in some cases. He was responsible for several residential and commercial buildings within Pukekohe and in wider Auckland. A known notable and extant example of his work from outside the study area is the extant Papatoetoe Town Hall, constructed in 1917 in the Italianate style. (*Scheduled Historic Heritage Place* UID# 01468, Category A\*, 35 George Street, Papatoetoe. His architectural offices were located in the Empire Building- Swanson Street, Auckland City Centre.<sup>253</sup> Routly designed a number of his buildings in brick; this is evident through works such as St Andrews Anglican Church (extant), the former Pukekohe Fire Station (extant), St Patricks Presbytery (extant), and St Joseph's School (not extant).

#### **-Potter**

L.C.A. Potter of Ngaruawahia and Pukekohe also features in the c.1910-1920s period. Extant known examples of his works include the brick dwelling at 12 Harrington Avenue which is a scheduled *Significant Historic Heritage Place* (UID# 01516) in the PAUP. The residence was built for Mr W. Adams, a farmer from Puni seeking to retire in Pukekohe.<sup>254</sup> Potter also designed the Times Building and Council Chamber Building on Roulston Road. His local office was in the upstairs level of No. 2 Roulston's Buildings in 1913.<sup>255</sup> His commissioned works extended into the wider Auckland area and beyond.

**L. C. A. POTTER  
ARCHITECT.**

— —

Desires to notify that he is now in practice in Pukekohe.

Plans and Estimates carefully prepared, and erection of buildings supervised in any part of the district.

— —

OFFICE:  
No. 2 Roulston's Buildings,  
(upstairs).

Mr L. C. A. Potter, architect, of Pukekohe, is to-day inviting tenders for the erection of a residence for Mr W. Adams, of Puni, who purposes retiring from farming and settling in Pukekohe. The house is to be built in Harrington Avenue, is to be of brick, of five rooms with a vestibule, bathroom, and the usual conveniences. The ceilings in the principal rooms are to be of plaster and the house throughout, according to the specifications, is to be as well finished, if not better finished, than any that has so far been erected in this district. The dwelling should set a new standard in types of local house construction.

Left: *Pukekohe & Waiuku Times*, 16 September 1913: 2.

Right: *Pukekohe & Waiuku Times*, 9 December 1913: 2.



Figure 61. 12 Harrington Avenue Pukekohe newly constructed, with sign on front verandah reading: 'L.C.A. Potter/Architect/Pukekohe'.

Left: Residence at 12 Harrington Avenue soon after completion. Courtesy Snook, F (current owner) private photo collection. Right: Residence at 12 Harrington Avenue today. Photo: AC, December 2013.

A description of the residence in its conceptual stages describes that it will be of five rooms with a vestibule, bathroom and the usual conveniences. The ceiling in the principal rooms is to be plaster - the house throughout, according to the specifications is to be as well finished, if not better finished, than any that has so far been erected in the district.<sup>256</sup>

More in-depth research may yield other designers of note, especially where their work can be linked back to extant, high integrity places within the study area today.

#### 4.4.2 Local Builders and Construction Firms

Traditionally across the nation, house builders were often small groups of two or three men, boss and workers undertaking their work with hand tools. Materials were delivered to the job by horse drawn carts and heavy drays, often over boggy unformed roads before the advent of the motor vehicle.

A local building firm which appears frequently in Pukekohe's construction history is the Duncan Brothers Limited. Established in c.1912 by Messrs John, Frank and Fred Duncan, the firm has

maintained a presence in the building sector within Pukekohe and further afield for over 100 years. The firm in its earlier decades was only ever small, employing a handful of builders. The firm records the following number of employees from inception through to the mid-1960s: pre 1914 (3), 1914-1920 (4), 1920-1930 (5), 1930-1940 (7), 1940-1950 (10/12) and 1950-1964 (12/20). In 1952, the firm was formed into a small limited company and all seven working shareholders were all 'Duncans'. The firm carried out a wide array of building work, from coffins and boats through to houses (including pre-cutting of houses), churches, social halls, a grandstand, pump house, as well as numerous commercial buildings and shop fit outs. Their works also included additions and alterations to existing buildings. In the mid-1960s, the Duncan Brothers Ltd had built several hundred houses and a large portion of these were within the Pukekohe area.<sup>257</sup> Today, the company locally remains in operation and specialises in native timber and joinery.

Individual builders such as S.H. Gallagher and W.H. Fausett frequently advertised their building and contractor services during the 1910 -1920s period. Local builders from this time, with no specific works identified through this survey include J.T. Hewson, F.J. Goldsworthy, H.E. Smith and Broun and Bellhouse.

A builder of local note to follow was, William Massey who features in the 1920s and 1930s, having built the former St Joseph School block and the extant St Andrew's Anglican Church on Queen Street/Wesley Street.

Into the middle of the twentieth century, H & E Kirk Limited are common local builders, as well as K.R. McGill Limited, who purchased an area of land on Phillip Street, undertook a subdivision and built the majority of this residential development. K.R. McGill Limited also purchased 51 acres from Mr P Moloney in West Street, and constructed the majority of the residences within that development. The street was named Patterson Avenue after a State Advances inspector who had served the area over a number of years. Around the same time (1964) the company also purchased land from a Mr Piggot of Wellington Street and developed this land for housing.<sup>258</sup>

## **4.5 Early Settlement in Pukekohe and Surrounding Settlements**

### **4.5.1 Overview**

Although European settlement commenced after a Crown purchase of land between the Great South Road and the Pukekohe area in 1843, settlement in the immediate Pukekohe (East) area did not take place until the 1850s. Over the following decade the settlement that did take place could be described as small-scale and dispersed throughout the area we now call Pukekohe, and although it appears that none of the original houses remain in these areas, the Presbyterian Church in Pukekohe East, dating from 1863, remains as a testament to both early European settlement and the challenges it posed to the way of life of local Māori.

## A HOUSE FOR £27

Sounds ridiculous yet way back in 1912 the well known and respected building firm of Duncan Bros. (Pukekohe) Ltd. built houses that sold for £27 each. Solid, made to last and as reliably erected as present day more expensive homes, many of the pre-World War One houses are still occupied today. Proof indeed that in the old days they built with the best materials.

Duncan Bros. was started by Messrs John, Frank and Fred Duncan in 1912. In those days the building trade was a hard one and many a blister, aching muscle and tired body was the result of transporting materials over unmade roads, muddy paddocks and through dense bush.

The firm of Duncan Bros. has kept abreast of Pukekohe progress to such an extent that to date several hundred houses, numerous commercial buildings and civic structures, have all been erected by Duncan's and with typical Duncan thoroughness.

In 1952 the firm was formed into a limited company which by the fact that seven working shareholders bore the name Duncan, was unique in the N.Z. building trade.

From 1912 to 1965, 53 years of service to Pukekohe and 53 years of reliable, friendly and courteous service to the home building public. A half century of progress that is not only a credit to Duncan Bros. but to the advancement of Pukekohe as a whole.

Now in 1965 after building houses, furniture, shop fronts, social halls, pre-cutting and even making coffins Duncan Bros. with their link with the past, step into the future.

To build for the new Mangere International Airport the only Locater Beacons to be used. A great honour for this old Pukekohe firm with plenty of modern ideas.



Built in 1912



Built in 1912



Built in 1928



Built in 1932



Built in 1941



Built in 1946



Built in 1947



Row of Duncan Built Homes  
1952



Built in 1960



Member Stand Pukekohe  
Racecourse

Telephone:  
Business, 258.  
After hours, 1078

Agents:  
Victoria Insurance  
Co. Ltd.

## DUNCAN BROS (Pukekohe) LTD.

(Established 1912)

### BUILDERS & CONTRACTORS

16 West Street, Pukekohe



Figure 62. Duncan Bros advertisement from 1965. Pukekohe Centennial Programme 1965. No page number.

Advertisement in the Pukekohe Centennial Programme of 1965 setting out the history and some of the works of the Duncan Bros (Pukekohe) Ltd. The Duncan Bros constructed a number of residences throughout Pukekohe since 1912.

The survey plan of 1865, included a wide area including Pukekohe East. At this time a second settlement developed near the corner of what is now Queen Street and Ward Street, close to

the Pukekohe Cemetery, and to the north of Pukekohe Hill. The same year the establishment of separate road boards for Pukekohe East and Pukekohe West reinforced the separation of the original Pukekohe settlement in the east and the later 'Paddock Settlement'. Today no sign is to be found of the Paddock Settlement, its unprepossessing name has passed into the history books, and it has now been overtaken by suburban growth associated with the expansion of Pukekohe.

The Crown subdivision of 1865 created individual lots of the scale of small farm lets, more suitable for subsistence farming than either residential or business use. The survey plan also appears to recognise extractive land uses, probably the quarrying of volcanic rock. After 1865, further settlement took place on the five to ten acre blocks to the north and west of what is the current town centre. The Cape Settlement Camp, catering for settlers that had come via South Africa, was made in the vicinity of Dublin Street.<sup>259</sup> Under the *Waikato Immigration Scheme*, settlers were required to be in possession of their land within three months of arriving and after three years, if they had fulfilled all the conditions of their immigration agreement would be entitled to a Crown Grant for the land allotted to them.

The commercial centre as seen today gradually developed in the King Street area from the mid-1870s, no doubt benefitting from proximity to the railway line (see *Commercial Development* section of this chapter). From the beginning of the twentieth century houses gradually gave way to commercial and public buildings, leading to a loss of the residential character in what is the town centre focused around King Street.

As the development of the town centre was taking place, small extensions to the town were underway, such as the area around Dublin Street, creating a greater intensity of residential development. Significant subdivision activity appears to have taken place in the few years before World War I, initially creating large lots which were then subject to further subdivision and boundary adjustments to create additional lots. This pattern of subdivision, as well as infilling of areas of land by-passed by the expansion of the town and the expected tendency to spread further into the rural hinterland as the two expands, continues today.

#### **4.5.2 Settlement in Pukekohe East**

In the earliest period of European settlement, the name 'Pukekohe' originally applied to the smaller area known today as Pukekohe East. Pukekohe East was formally settled in 1859 by people from Scotland and Cornwall — the families of McDonald, Comrie, Scott, Roose, Robinson, Hawke, Easton, and others.<sup>260</sup> The Roose family, from Cornwall, arrived in Auckland on the ship *Excelsior* in 1859. Adjoining their holding and between the church and the site of the present Town of Pukekohe was the section of the Scotts.<sup>261</sup> The area in the vicinity of present day Runciman Road and Pukekohe East Road, located in the area surrounding the Pukekohe East Presbyterian Church was where a significant number of the very early local farms were situated for the Pukekohe East settlement, as is illustrated in the map below.

#### **4.5.3 Settlement in Pukekohe West and Central Pukekohe**

Prior to the survey of 1865, land had already been purchased. One key purchaser was Samuel Hawke, who purchased 110 acres on the eastern side of the present town close to Belgium Road. That same year, Hawke bought up land near the Showgrounds. In 1865, a new town of Pukekohe West, also known as the 'Paddock Settlement' was surveyed and established. The location of this settlement was in the vicinity of the what is now the Pukekohe Cemetery, and included a church (also used as a school), now redeveloped for residential use on the corner of Queen Street and Ward Street. Diagonally opposite this was a house shown in a survey plan undertaken for James Halliday in 1889, on a lot currently under cultivation. No buildings or structures have been located in relation to the early Paddock Settlement, but the possibility of learning more through documentary sources and archaeological investigations remains.

Further to the north, individual houses, then clusters, developed in the King Street area, which later developed a commercial character, around Hickey's Spring and the Cape Settlement area in the vicinity of Dublin Street. By the early 1870s, the Pukekohe settlement was beginning to take on a more established appearance. In 1872, the separation of the Pukekohe East and West Road Boards signalled further growth in the settlement. (See *Governance* chapter, *Local Government* section).

#### **4.5.4 Settlement in Paerata**

The Paerata area was essentially the northern part of the land acquired by the Crown in the First Pukekohe Deed. Although other land in the Karaka Parish was put up for sale in June 1844, it was not until December 1844 that land in the Paerata district (Lots 58-78 of the Karaka Parish) was made available for selection. It was also some years before any significant number of permanent settlers resided within Paerata as land owners were generally absentee owners, who it appears were speculating the land. From the mid-nineteenth century the Paerata area was part of the survey area of the Karaka Parish.

By 1861, only three settlers and their employees lived in the vicinity of Paerata. Paerata developed from a subdivision into relatively large lots, some suitable for small-holdings and some for farming. With the advent of the railway, Paerata became a suitable location for a dairy factory, established in 1924. Development in Paerata to date is essentially linear and follows the path of the Main Trunk Line and State Highway 22 on a north-south axis. A few additional streets (Anchor, Crown and Tuhimata Roads) branch off the main road associated with the school, former railway station and dairy factory. Paerata village sits a short distance to the north of Pukekohe, while still discernible as two separate settlements; this may change in the future with progressive development in between and within the two settlements.

Associated with the former dairy factory is a factory worker housing area, which can be seen to the south of the Paerata School. The houses include a number of cottages which appear to be standard designs, with detailing similar to the transitional villas generally constructed about the second decade in the twentieth century. Later examples are very similar to the state-designed houses constructed from the late 1930s through to the 1950s. While these houses are not architecturally notable or particularly interesting in terms of their physical arrangement in the same sense as state-designed 'Garden Suburb' housing developments, as a whole the group is of interest as part of the industrial history of Paerata, and social history of the time. (Also see the *Work* theme).

On the eastern side of the Paerata settlement, set back from the main road, is a group of four houses originally constructed for railway workers, each on its own generous lot. These houses appear to have been built to earlier designs than those prefabricated in the house factory constructed at Frankton Junction in the 1920s. While not architecturally notable, they are of particular interest for their early design which is similar to some transitional villas, as well as their contribution to local history and the wider history of railways in New Zealand. (Also see the *Infrastructure* theme).

A number of pre-1944 dwellings in Paerata are set out in the 'pre 1944 demolition overlay' within the PAUP. On the ground it appears that only a small handful of earlier building stock of potential interest is present. One such example is the square-front villa at 1028 Paerata Road, Paerata.

Also located at Paerata is Wesley College, the successor to the Wesleyan Native Institution initially based in Grafton and then at Three Kings. There are a few residences associated with Wesley College, including the California Bungalow headmaster's house, which is stylistically similar to other early buildings on this site (but has also been subjected to some alterations).



**Figure 63. Plan of Pukekohe Block from 1865 SO 364. North Auckland Land District (LINZ).**

The original survey map shows the five and 10 acre allotments which were allocated out. The cemetery, a reserve (on a volcanic vent) and 'Pukekohe Trig' on top of Pukekohe Hill is also set out on the map. At this time there is no apparent area allocated for a town centre. This would follow approximately ten years later in the vicinity of King Street. The township began at King Street, extended to the top of Pukekohe Hill and west and northwest of the Cape Settlement.

#### 4.5.5 Settlement in Buckland

In Buckland, the names of earlier settlers from around the mid nineteenth century are recorded as the Bucklands, Gregorys, Jones (2), Braithwaites, Wrights, Bilkeys, Grahams, Johnstones, Wilcoxs, Davys, Ballards, Hamiltons, Blucks, Taylors, Hartlands, and several other families. Much of the land was originally owned by Mr William Thorne Buckland (1819-1876), older brother of regionally well-known Alfred Buckland, hence the naming of the settlement. His land covered most of the present day village and stretched towards Tuakau to approximately where Wright's Road is now.<sup>262</sup>

Later this land was sold to various people including Mr Robert Bilkey, in 1877 and Mr E. Gregory. Messrs J.K. and D. Hamilton owned separate blocks of land from the north end of George Street towards Pukekohe, including what is now the race course. Prior to 1875, with the advent of the Main Trunk Line through Buckland, there were no roads or railways, only bridle tracks, making navigation very difficult, even to the nearby Pukekohe West and Tuakau.

The Buckland area is historically largely known for farming and is a small village-like settlement. Today it is predominantly inside the territorial boundary of Auckland with smaller portions under the domain of the Waikato. As well as a church (formerly two), community hall, school, bowling club and a single shop present, it has a small concentration of houses in a suburban pattern. Some infill has taken place over consecutive years. Within the past few years, a number of small lanes have been established off George Crescent with new brick and tile residences constructed. For example, Glenbogle Drive and Tonkin Place which area situated on right of ways leading off George Crescent (formerly known as George Street).



**Figure 64. Aerial photo of view of Buckland and surrounds. 26 September, 1962. Buckland, Franklin County. Whites Aviation Ltd: Photographs. Ref: WA-58406-G. Alexander Turnbull Library, Wellington, New Zealand. <http://natlib.govt.nz/records/23244860>**

Historically there had also been a service station, train station; tennis club site, dairy factory, butcher, saddler and wheelwright, which have since ceased to operate, other than the former

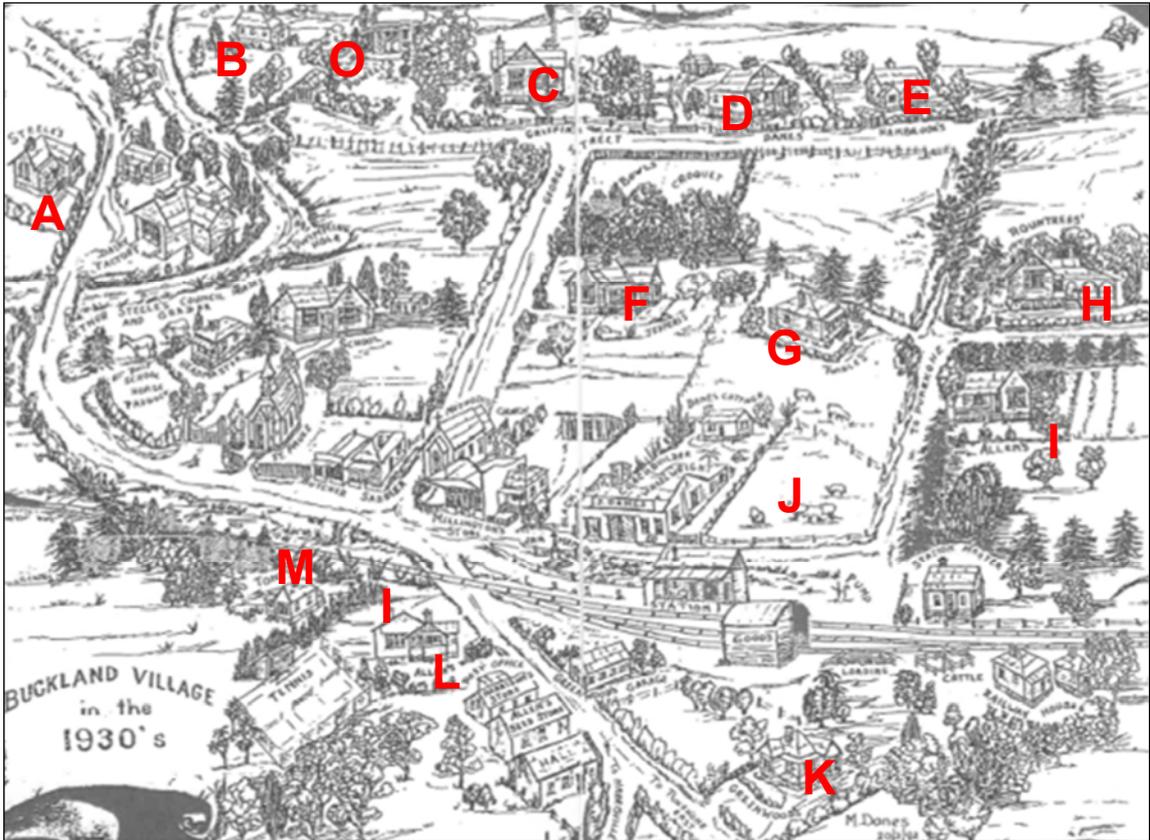
dairy factory building, the aforementioned buildings no longer remain today. The rural hinterland around the township contains a scattering of farm houses including Victorian and Edwardian villas, and cottages and bungalows. With the exception of any recently relocated examples, these houses would be associated with the various families that settled in the area. Key family residences in the 1930s are set out below. These places may be of value at a local level due to these associations, alongside the building typology.

Following the arrival of early European settlers to the area, succeeding waves of new residents arrived as large areas of land in Buckland were broken up in 1912. A further influx of new residents occurred again after World War I, mostly coming from Britain. This occurred yet another time after World War II, this time several Dutch families arrived to Buckland. The Dutch immigrants initially mainly earned their living by share milking on dairy farms until they could buy their own land to engage in poultry farming, dairy farming or flower growing in the area.<sup>263</sup>



**Figure 65. Image taken in association with an accident at the Buckland Station where a truck collided with the Thames Express. Saddlery (no longer present) and St Paul's Church (extant) also feature in the image. *Auckland Weekly News* 1927. Also reported in *New Zealand Herald*, 23 November, 1927:8.**

Church (erected 1904). Therefore this image was taken after 1904, making the presence of a waka at this late date a curiosity.



**Figure 66. Residences in Buckland Village in the 1930s. Danes, M. 1992. *A Good Community: History of Buckland School and Districts- Buckland School Centennial 1892-1992*. p. 50.**

The list below sets out the residences at this time. An annotation is made where the residence is known to be extant today. No annotation infers the residence appears to no longer be extant in this location today. At this time (1930s), George Crescent was 'George Street'.

- A: Steele residence (**present today**) 602 Buckland Road
- B: Coxhead residence (**present today**) 7 Tobin Place
- C: Griffin residence (**present today**) 26 George Crescent
- D: Danes Cottage
- E: Hambrook residence
- F: Jeffers residence (**present today**) 59 George Crescent
- G: Twidles residence (**present today**) 549 Buckland Road
- H: Rountrees residence (**present today**) 533 Buckland Road
- I: Allen's residence (#1)
- J: Danes Cottage
- K: Greenwoods (**present today**) 23 Logan Road
- L: Allen residence (#2) (**present today**) 8 Logan Road
- M: Tony residence
- N: Residence next to Dairy Factory (**present today**) 602 Buckland Road
- O: Powell residence

The extant residences identified above in Buckland are set out in Appendix 9: Places of Interest list.

#### **4.5.6 Settlement in Puni**

In Puni, Māori sold the Te Puni Block on 17 July, 1847. The southern boundary was the Waikato River, the eastern line began at Te Iaroa (Cameron Town) and skirted westward

along the back of the Pukekohe Hill and then northward to Whaiatiapa, which was the south eastern corner of the Te Roto Block, and bounded on the north by the Patumahoe Māori land to a point in the west called Wahaorumano, then southward again to Ngateke on the Waikato River. These boundaries would cover roughly the main area known as Puni today.<sup>264</sup>

The European settlement of Puni, only part of which is formally within the study area, was once proposed as a small planned settlement, to be known as Cameron Town on the banks of the Waikato River. However, this did not formally eventuate as a full settlement, but the land was sold and rates were paid for some time.

A tramway was proposed in the vicinity of Puni for use as a trade network, to link the Manukau Harbour with the Waikato River. A tramway was surveyed through the Puni Parish, taking the same route as the present Tramway Road. The proposed settlement was named after Duncan Cameron, officer, who commanded the British forces during the 1863-1864 war and was in charge of military operations. The tramway proposal was dismissed as the metalling of the Great South Road took priority as the transportation route; however the proposal was reignited once troubles were experienced getting supplies through the Great South Road and by the shipping route over the Waikato River bar, thus the tramway proposal was again placed back on the cards. The opening of the Auckland to Mercer railway in 1875 however spelt doom to the plans ever coming to fruition. This also dissolved the prospects of the proposed town of Cameron.

#### 4.5.7 Suburban Development in Pukekohe

The subdivision pattern in Pukekohe largely derives from the initial c.1865 subdivision. This subdivision created a predominance of five and ten acre lots, but included an area of smaller lots in the vicinity of the current town centre, as well as some larger sites on the southern fringe. The smaller lots were also of different proportions, being narrow and long, indicating an intention to observe the traditional nineteenth century pattern of creating town and country lots.

Photographic images from the late nineteenth century indicate a strong residential character, with some commercial buildings in the area of today's town centre. Later images show commerce and industry becoming increasingly dominant in the King Street area.



**Figure 67. Panoramic view of the Pukekohe town centre and surrounding early residential settlement. Sir George Grey Special Collections, Auckland Libraries, AWNS-19120509-2-1.**

Today very few stand alone or attached residences remain in the core of the town centre as they once did. Those on the fringe, including some houses from the early twentieth century, frequently host a commercial use.

The early part of the twentieth century saw further subdivision of the original lots immediately beyond the developing town centre, and also further afield. As discussed above, subdivision was often followed some years later by re-subdivision or boundary adjustments to create

additional lots, generally resulting in lots sufficiently large for the development, over time, of a spacious 'garden suburb' quality.

#### 4.5.8 Examples of Residential Layouts

The greater portion of Allotments 73 and 74 of Section 1 of the Suburbs of Pukekohe was subdivided in 1911<sup>265</sup> as Pukekohe Extension No 3 (McBride's Town). Harrington Avenue was laid out almost centrally through what was Allotment 73, and a small amount of what was Allotment 74 was used to create three lots with a depth of 250 links (just over 50 metres). The lots created typically had frontages between approximately 18.5 and 21.5 metres, and depths between approximately 44 and 50 metres, to give an overall area of about 950 square metres. Two significantly larger lots were created, one being an internal residual lot making up about a third of what was Allotment 74, with access both from Victoria Street and West Street. In 1919, a re-subdivision replaced this dual access by creating two new lots, one facing each of the streets, and sacrificing one of the original lots to give the new lot facing Victoria Street a frontage of 100 links (just over 20 metres) as well as a new entrance strip to the otherwise landlocked land in the centre of the block.<sup>266</sup> This arrangement was relatively short lived, because in 1923, by boundary adjustment, four lots facing Victoria Street and one facing West Street were (approximately) doubled in length to totally absorb the internal lot. At this time, the only buildings noted on the original area covered by Allotments 73 & 74 were the Odd Fellows Hall and a neighbouring shed.<sup>267</sup> In 1940, two of the resulting long lots facing Victoria Street were re-subdivided to create four lots, only two of which faced the street, and an access to the rear lots. There is no indication of existing buildings on any of these four new lots, almost 30 years after the original subdivision.<sup>268</sup> The incursion of Tobin Street has further changed this area. Today, the four lots created in 1919 (as referred to above) host a total of eight houses, including a state-designed duplex. At 12 Harrington Avenue an early bungalow in brick can be found. This is scheduled as a *Significant Historic Heritage Place* in the PAUP (UID# 01516).

#### Survey Plans –Changes in Subdivision Patterns

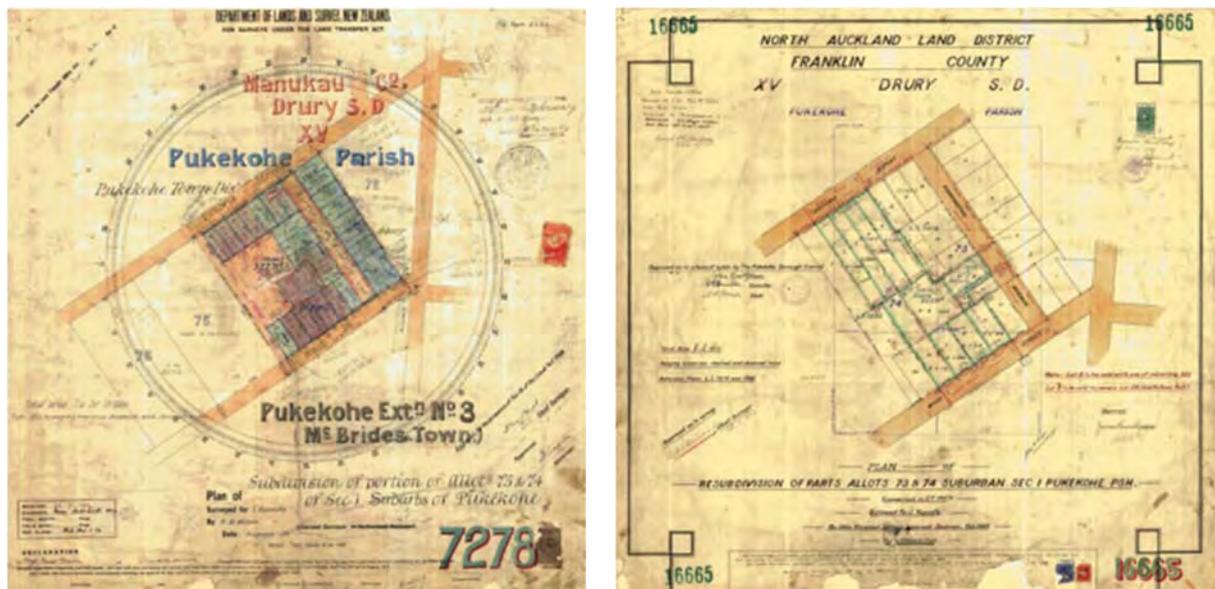


Figure 68. DP 7278 Subdivision of portion of Allots 73 & 74 of Section 1 Suburbs of Pukekohe. 1911. DP 16665 Re-subdivision of Parts Allots 73 & 74 Suburban Sec 1 Pukekohe Parish 1923.

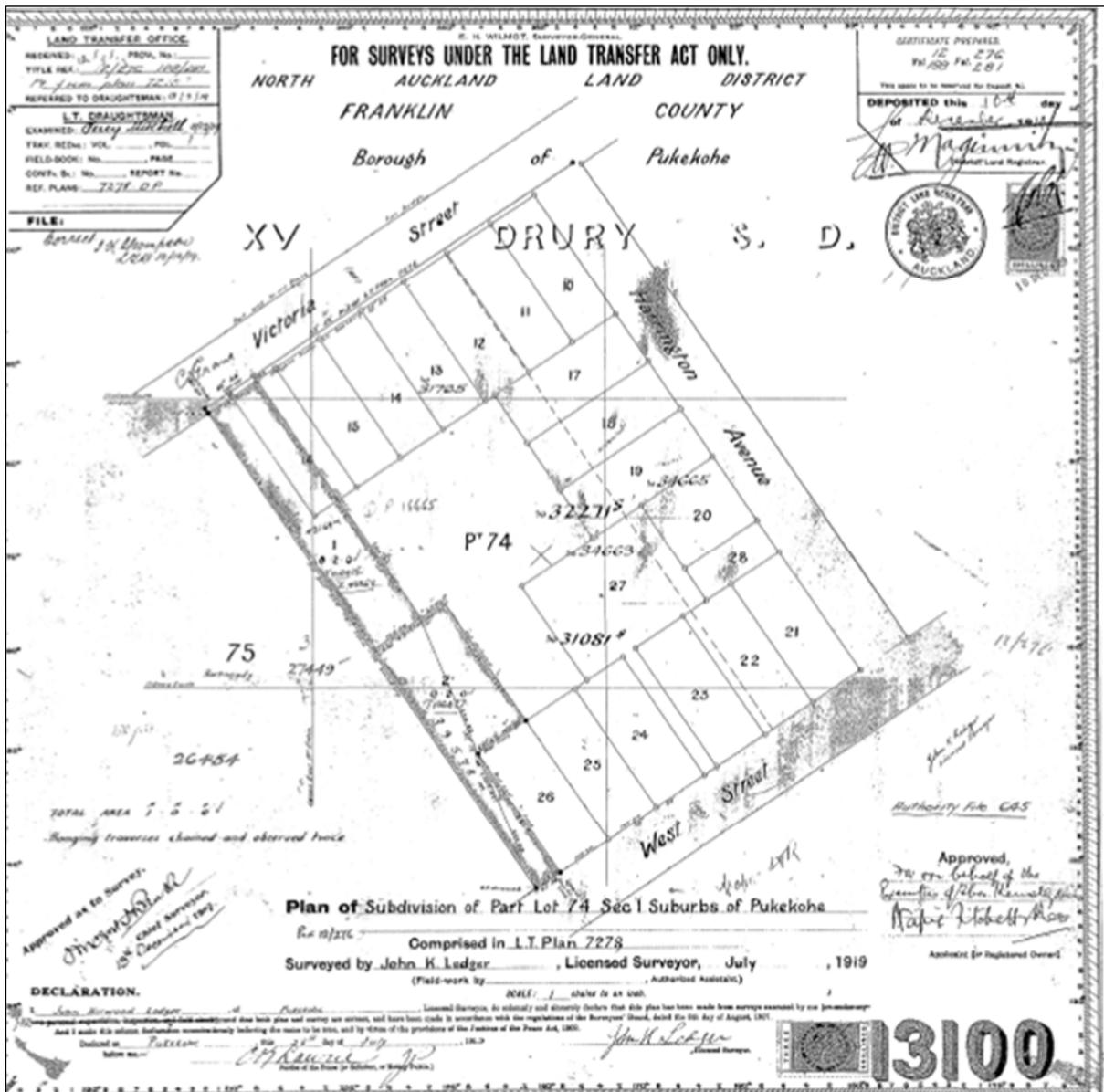


Figure 69. DP 13100 Plan of subdivision of Part Lot 71, Section 1 Suburbs of Pukekohe, 1919.

Another instance was the subdivision of part of Allotment 75, the immediate neighbour to Lot 74, in June 1936. At this time approximately half the original allotment was subdivided into four new lots. All these lots had a length of 500 links (just over a hundred metres). The widest lot with a width of about 30 metres showed an existing house with a full width verandah centrally positioned and well set back from West Street. The other three lots were about 18-20 metres.<sup>269</sup> Even in 1936 all these lots would have been exceedingly generous for standard domestic use, and would have enabled activities such as chickens to be kept. Today the land in question has been further subdivided.

#### 4.5.9 Mid- Late Twentieth-Century Residential Development

Late in the twentieth century (from approximately the 1960s), this spacious character was partially eroded in places by the construction of units or town houses on these lots, sometimes retaining the original houses but not always. On the southern fringes of Pukekohe, new suburban development continued in the late twentieth century, largely for the creation of detached housing, although lot sizes were less generous than those created in the early decades of the same century. This general approach has continued right to the present day. The majority of the streets in Pukekohe actually derive from the original subdivision of c.1865.

As land internal to the original blocks has been developed for suburban purposes, particularly as suburban lot sizes have reduced, additional roads have been required. These streets, many of which are 'no exit' streets, are shown in blue. The residential areas of Pukekohe are continually expanding into what was once the rural hinterland of the town. This now forms one of the characteristics of the areas built form landscape.

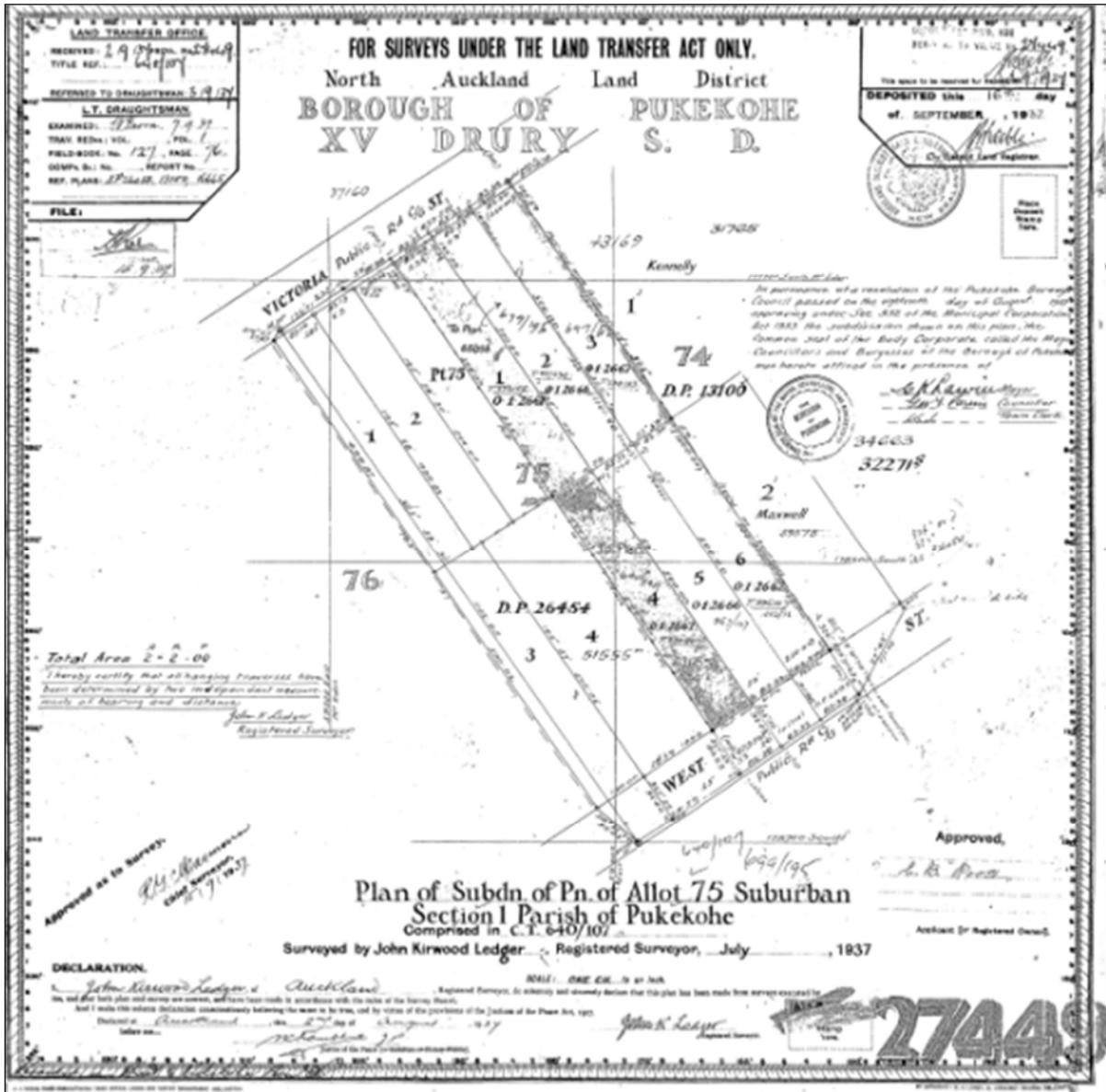


Figure 70. DP 27449 Plan of Subdivision of Allot 75 Suburban Section 1 Parish of Pukekohe-1937.

## Birds Eye Photography of Pukekohe from 1950s through to 1980s



**Figure 71. Aerial photograph of West Street in foreground looking north East. 22 April, 1954. WA-35470-F.**



**Figure 72. Aerial of interface between rural and urban environs in Pukekohe. 22 April, 1954. ATL WA-35465-F.**



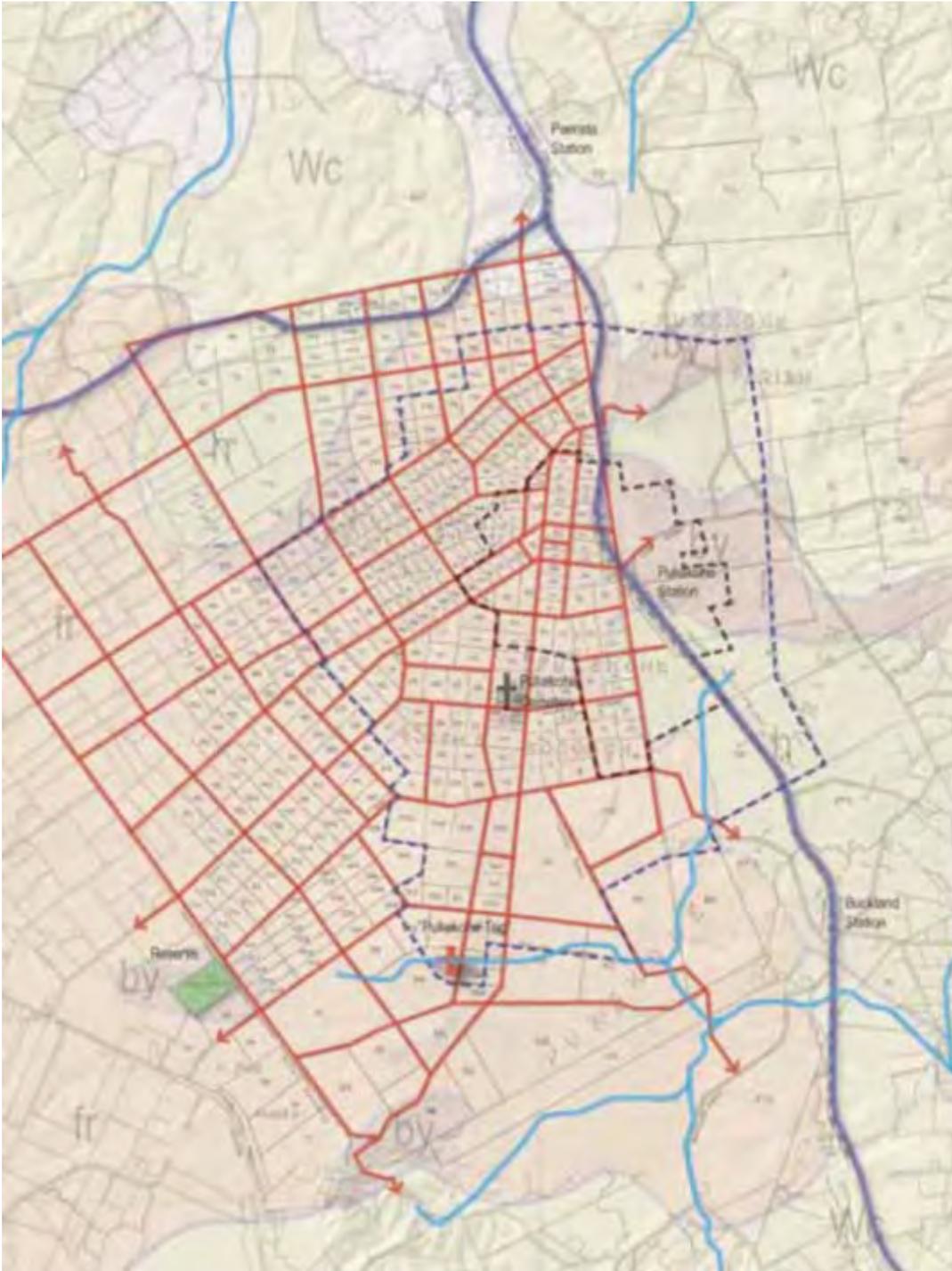
**Figure 73. Aerial view of western Pukekohe, 1969. South Auckland Research Centre, FRA: I, 5, Footprints 03150.**

This shot is taken looking towards the south-west near the intersection of Seddon and Victoria Streets. The intersection of Seddon Street, West Street and King Street can be seen to the lower left. The introduction of the cul de sac street formation is apparent from this photo.



**Figure 74. Aerial photograph of Pukekohe 1983. ATL: WA-77137-F.**

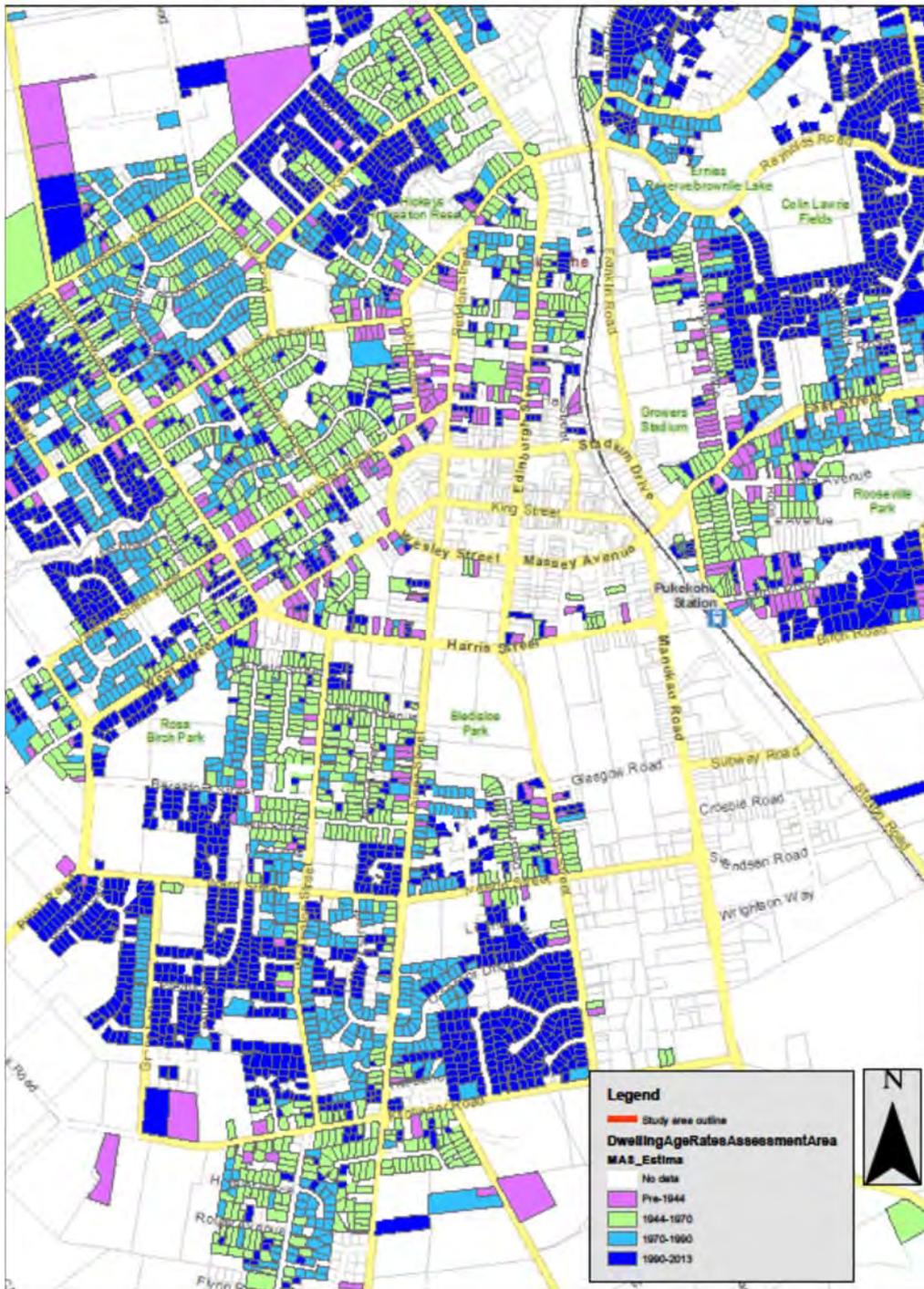
Pukekohe township. Residential and commercial development along King, Queen and West Streets.



**Figure 75. The subdivision pattern of Pukekohe. Boffa Miskell, 2010. *Pukekohe Central Urban Design Assessment*. Franklin District Council.**

Map illustrating the subdivision pattern from the first settlement map from 1865, overlaid with the present day map. The blue dotted line is the Pukekohe Borough administrative boundary (1912-1989). The black dotted line indicates the central Pukekohe township area.<sup>270</sup>

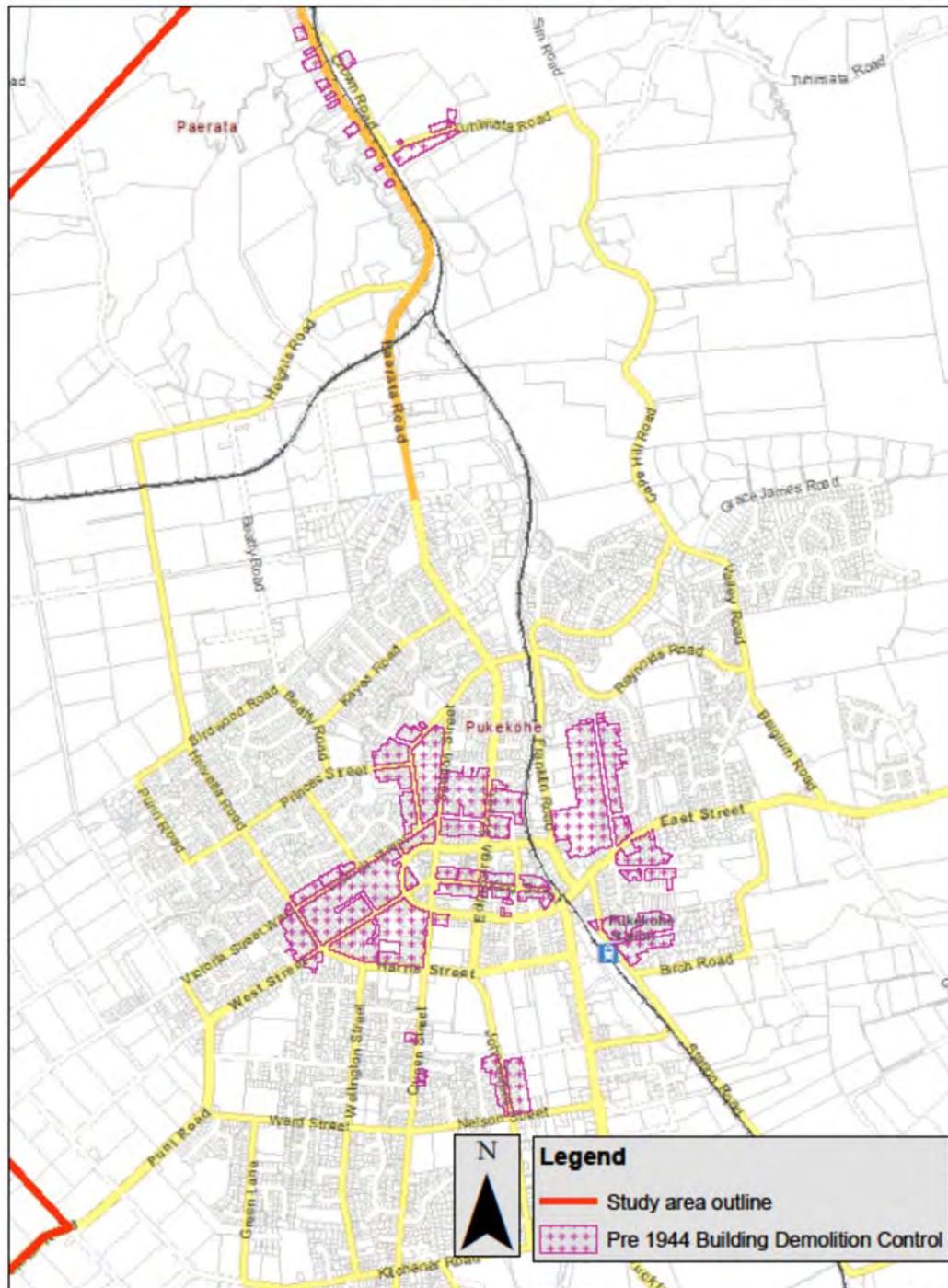
## Dwelling Ages in Pukekohe



**Figure 76. Map showing age/eras of dwellings in Pukekohe. Auckland Council data. 2013.**

The above map sets out the various indicative dwelling ages within the immediate area of Pukekohe. The ages are based on Auckland Council rating information. Note that commercial buildings are not included within the background statistics that inform this map which makes up a considerable portion of the white 'no date' areas, or areas which are public open spaces.

## Pukekohe's Pre-1944 overlay



**Figure 77. The PAUP pre-1944 demolition control overlay in Pukekohe and Paerata. Auckland Council GIS data, 2014.**

The above map illustrates the areas identified in the PAUP within the 'Pre-1944 Demolition overlay.' (See the survey report for further information relating to the Pre 1944 Demolition overlay).

## 4.6 Commercial and Retail Development

This section sequentially discusses the commercial development of Pukekohe, covering the characteristics of the very early colonial development, through to the development of the town centre across the twentieth century. The town centre serves as the point of call for everyday goods and services, although these goods and services have changed over time as market demand has changed. Where once blacksmiths, saddlers, butchers, carriers, milk bars, tearooms and billiards were predominant businesses, today boutique garment and homeware stores, cafes, ethnic restaurants and chain stores predominate.



Figure 78. part of SO 364 - the official survey of the Pukekohe Block.

The above map shows what is now the central business area. The streets were not named, but present day Franklin Road and Manukau Road run down the right-hand edge, Harris Street is across the lower edge, Queen/Seddon and Edinburgh Streets run parallel from lower left to the north, and West Street and Victoria Street run parallel from the left (west) side to meet Seddon Street at an angle. King Street is marked: 'Boundary of Section 1' and 'D. Sullivan'.

The first European settlers into the post-Waikato War settlement at Pukekohe settled in the northern area, defined today in part by West Street, King Street, the northern part of Queen Street and the railway – it was known as the Cape Settlement as these immigrants came from Cape Town. The second set of immigrants settled to the north-west and west and from King Street south up Pukekohe Hill; in the centre of this area, in the vicinity of Queen Street-Nelson Street, was a clearing known as the Paddock. The north side of King Street (i.e. to the east of Edinburgh Street) was part of the five-acre allotments, as were both sides of much of Edinburgh, also Victoria, Seddon, West Streets and part of Queen Street (north of Harris Street, east side only).

#### 4.6.1 Street Formation and Rail Development

The street layout of what is now the town centre differs from the original survey; although the original streets still exist many other streets and lanes have been added, dividing the allotments.<sup>271</sup> King Street did not continue west through to Seddon Street but stopped at Edinburgh Street – the line of King Street continued through part of Allotment 67. Two other main central roads, Hall and Roulston Streets, were not on the original survey. The railway line along the eastern side was not anticipated as the route was originally planned to lie further east. Because of the railway, the continuous line of Franklin and Manukau Roads did not eventuate but was disrupted to allow for a railway crossing. It is apparent that King Street was not intended to be the major commercial area when first conceived.



**Figure 79. Infill streets map of Pukekohe. Boffa Miskell. 2010. Pukekohe Central Urban Design Assessment report. p. 23.**

Red lines indicate the originally surveyed streets and blue lines the infill streets.<sup>14</sup>

Road names have also changed, with King Street often being referred to in the past as Main Street or Station Street; West Street as Waiuku Road; the northern end of Queen Street being known as Seddon Street; Queen Street as Hill Road; and Edinburgh Street as Government Road. See the *Infrastructure* chapter for further information on the meaning behind selected road names in the area.

The routing of the North Island Main Trunk railway through Pukekohe, and the siting of the railway station at the eastern end of King Street, provided the impetus for the development of King Street as the town's retail centre. Those settlers with land fronting onto King Street subdivided their allotments into smaller parcels, facilitating the establishment of businesses and houses along King Street (at that time known as Station Road). The dates of these

<sup>14</sup> N.B. This erroneously shows King Street continuing west to intersect with Seddon/Queen Streets.

subdivisions have not been determined as part of this study, and three of the four early subdivision plans are not dated (see plans Deed Whau 31, 49, 55 and 48 reproduced below). However, it is inferred that the subdivisions began in approximately 1875 and that the west end of King Street, Hall Street, Roulston Street and Lodge Street were surveyed sometime between 1875 and the mid-1880s. Further subdivisions and new roads were developed successively as the town grew.

In the early years, access to the town was limited to a few ill-formed roads, enhanced in 1875 by the railway from Auckland and connecting through to Hamilton in 1879. (See *Infrastructure* chapter for further details). The settlers' need for supplies of produce, materials and equipment to be more readily available led to the development of retail facilities. As the population grew so did the number of retail outlets; banks, insurance agencies and postal services were established; tradesmen and craftsmen set up their businesses; real estate agents, architects and builders found plenty of work as a result of all this activity. From a few business premises on King Street in the mid-1870s the retail centre expanded to include a much larger area encompassed mainly by Manukau Road and the ring road (Wesley-Tobin-Stadium-Massey Streets) by the late twentieth century.

#### **4.6.2 The First Businesses**

The first store in Pukekohe was run by Thomas Moore, who opened a store in one room of his four-roomed house at the southern corner of Queen and Ward Streets.<sup>272</sup> The date of its establishment has not been determined, but it was visited by the Reverend Vicesimus Lush in May 1868.<sup>273</sup> Moore later ran a postal agency from the house.<sup>274</sup> It appears that present day Lot 24 of DP 67291 was the site of the Moore house, store, barn and the surrounding land forming part of the Moore land holding, is illustrated below. Their landholding was allotments 253, 254, 255, 256, 257, 258, 260 and 285, the eight lots being 10 acres in total.<sup>275</sup> Dependant on the level of below ground earthworks which took place in the later residential development; sites such as this may constitute an archaeological site given its association with the very early days of European settlement.

By 1872, the route of the Auckland to Mercer railway (later known as the North Island Main Trunk) was confirmed as passing through Pukekohe and businesses began to be established at the eastern end of King Street. The first of these seems to have been the Pukekohe Hotel (sometimes called Settlers Hotel). Farmer and landowner James B. Godkin applied in March 1873 for a fresh (i.e. new) license to sell alcoholic liquor; this was granted in April 1873 but on condition '... that the house is proved to be adapted for the purpose of an hotel'.<sup>276</sup> A year later when Godkin applied for a renewal of his license, his address was given as the Pukekohe Hotel.<sup>277</sup> The railway was constructed through to 'Godkin's new hotel' by January 21, 1875 and it is possible that by then he had constructed the substantial two-storey wooden building that formed part of the streetscape for several decades.<sup>278</sup>

Arthur Forbes also had a postal agency, which he ran from his shop 'in the Cape Settlement' at least by May 1875.<sup>279</sup> An undated survey plan, Deed Whau 31 shows 'Forbes Store' on the south-east corner of King and Seddon/Queen Streets – this was within the Cape Settlement and may be his original store.<sup>15</sup> The date that King Street was formed through to Seddon/Queen Streets has not been determined, nor whether Forbes' store was in that position before the road was created. It is possible that the western end of King Street was formed to link the railway station through to his store.

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<sup>15</sup> The point at which Queen Street becomes Seddon Street varies on different maps.



**Figure 80. Part of Deed Whau 31 [n.d.–late 1870s?]<sup>16</sup>**

The above plan shows Station Street [King Street] surveyed through from Seddon/Queen Streets to Edinburgh Street, and the block on the northern side surveyed into 11 lots each 60 feet wide (18.3 metres). It also shows Forbes' store as an L-shaped structure (bottom left) facing both Seddon/Queen Street and King Street; it is the only building depicted. This block on the north side of King Street may have been the first to be subdivided, perhaps in 1875.

By May 1875, Pukekohe's population was 419 in Pukekohe East and 578 in Pukekohe West.<sup>280</sup> By then, as well as Moore's and Forbes' stores there were five stores and a butcher, with a second butcher visiting bi-weekly from Drury.<sup>281</sup> The five stores were 'all appearing to be doing a good trade'.<sup>282</sup> The location of the stores is not specified, but the *Daily Southern Cross* newspaper reporter stated that 'the buildings around the station present the appearance of a township' and it could be inferred that some of the stores were close to the railway station.<sup>283</sup> William Preston and Thomas Barnaby were erecting new stores (location not specified).<sup>284</sup> William Preston got his supplies from Otahuhu once a week.<sup>285</sup>

Barnaby's store burnt down in September 1878, by which time he had retired to his farm and leased the shop and its attached house to William Grosse, six months earlier.<sup>286</sup> Grosse was insured and within two weeks architects R. Keals & Son were calling for tenders to build shops in Pukekohe for Grosse.<sup>287</sup> In a later court case related to the fire, Grosse was described as 'a storekeeper and butcher, now a butcher'.<sup>288</sup>

The name of Forbes's postal agency was changed from Cape Settlement to Pukekohe West in early 1877.<sup>289</sup> By April 1877 there were sufficient storekeepers for Forbes to initiate a parcel delivery service from the railway station to storekeepers and residents.<sup>290</sup> An advertisement inserted by Dr Ross in March 1879 states that he was moving into 'the new building opposite Forbes' Corner' owing to the opening of the telegraph office.<sup>291</sup> This indicates that King Street [Station Road] had definitely been formed by then. The new building referred to may be the building that later became Dell's saddlery; the Dell family believed the single-storey shop was first occupied by a butcher – possibly William Grosse, who would have had a new building by then.<sup>292</sup>

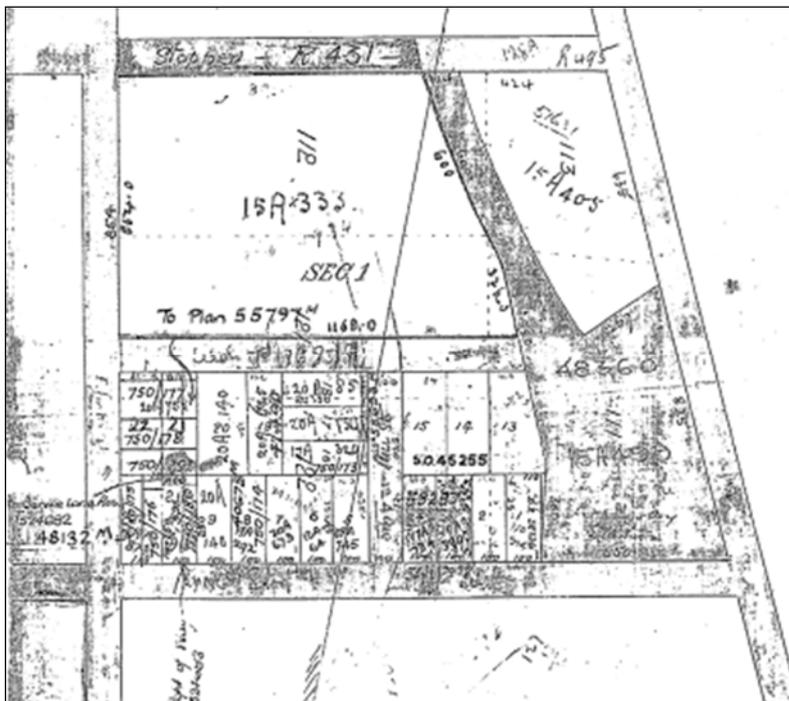
In late November 1875 Godkin sold the Pukekohe Hotel to James Roulston.<sup>293</sup> James Roulston came from Thames where he had also run a hotel; in Pukekohe he became a major landowner with a large farm.<sup>294</sup> He and his sons at different times owned the whole block from Harris Street to King Street, some lots on each side of Roulston Street, plus land on the north

<sup>16</sup> Deed Whau 31, which shows the subdivision, is not dated, but may date between 1875 and 1881; Deed Whau 48 was surveyed in 1893, however whether the plans were numbered in chronological order has not been researched. Forbes was not on the 1881 Electoral Roll and seems to have moved away; in 1893 he was registered as being in Cambridge.

side of King Street. A side business was the cattle sales held in the paddocks behind the hotel. A store was associated with the hotel; this faced north on King Street and besides being the agent for the *New Zealand Herald*, the store sold hats and was one of the general stores.<sup>295</sup>

By 1879, Pukekohe had become known for the quality of its puriri timber, used primarily for fencing and railway sleepers, and a depot was established by the railway, on the northern side of King Street opposite the hotel.<sup>296</sup> Considerable wealth was gained from the sale of the puriri. A depot for the sleepers was set up at the bottom of King Street.<sup>297</sup>

The eastern-most block on the northern side of King Street from Edinburgh Street to the railway station and reserve, which had been three five-acre allotments, was surveyed into 22 lots (see Deed Whau 49 reproduced below). Robert F. Webster owned at least two of the new lots, in a prime position on the corner of the new Hall Street. According to the 1902 *Cyclopaedia*, Webster, a saddler, had been in business since 1879; this is in accord with the change of ownership of at least some of the land in Deed Whau 49 from Hewson to Webster on 7 November 1879.<sup>298</sup> The signage on his premises states '[established] 1875', referring perhaps to his original business in Waiuku. Webster built his house on the corner and had his workshop and shop beside it facing King Street.<sup>299</sup>



**Figure 81. Deed Whau 49 [pre-October 1879].**

The above map shows the block on the north side of King Street between Edinburgh Street (at left) and the railway reserve, being subdivided from three 5-acre lots (111, 121 and 122) into 22 lots plus Hall Street and Lodge Street being surveyed in. Some of these lots have been re-configured since, in particular to allow rights of way. Hall Street is not shown as continuing across King Street i.e. to become Roulston Street. Some of the new lots have frontages to Edinburgh Street, Lodge Street and Hall Street; this would have made more intensive occupation feasible.

Thomas Moore is still listed on the Franklin electoral roll in 1881 as being a storekeeper<sup>17, 299</sup> James Dilworth was another early storekeeper, listed in the 1880 directory and on the 1881 roll.<sup>300</sup> An undated plan [pre- October 1879], Deed Whau 55 (reproduced below), shows Dilworth's Store on the north-west corner of the intersection of King and Hall Streets, a property he acquired in October 1879.<sup>301</sup>

<sup>17</sup> *Wises Post Office Directory* 1880, p.240 (occupation not given); Franklin South Electoral Roll 1881. Later rolls list him as a farmer.

Based on the identification on plan Deed Whau 55 of Dilworth's store, and given that Dilworth owned the property only from 1879 to 1882, the block on the south side of King Street from Edinburgh Street to the railway line was also subdivided before October 1879. It created nine small lots facing King Street and one facing Edinburgh Street, anticipating growth of the business area in the side streets. The subdivision also surveyed-in Roulston Street. The plan shows Roulston's Hotel and Webster's saddlery.

Newspaper reports, such as this *New Zealand Herald* report in 1880, documented Pukekohe's progress, although in this instance the number of hotels is exaggerated unless a private hotel or boarding-house was meant.<sup>302</sup> However, William Grosse did apply for a licence 'for a building now in the course of erection at Pukekohe' in November 1878; the outcome of the application is not known.<sup>303</sup>

IF the various places through which the Auckland and Waikato railway passes are said to be going ahead, Pukekohe West must be galloping. There are two hotels within a few chains of each other, both being large and extensive establishments; four large and well-stocked general stores, two blacksmiths' shops, two butchers' shops, two shoemakers' shops, a saddler, a builder (with a timber yard), a photographer, and a baker. Besides these the builders are busy with the erection of another butcher's shop for Mr. Barnaby, who is about to commence in that profitable line again. Another shop and dwelling for a tailor is also being erected. Not only are the bodily wants cared for, but also are the spiritual ones, there being four very imposing Churches erected respectively by the Episcopalian, Roman Catholic, Pres-

terian, and Father Golden (Roman Catholic). For the first of these there is a manse, and for the last a parsonage, in course of erection. Education is provided for by a large Government school, taught by Mr. McKinlay; a Catholic school, taught by Miss Grey; and there is also another school some distance back, to which many go, taught by Mr. Chilman. In each of these places a Sabbath-school is held. The one in Pukekohe proper is held in the hall, and superintended by Mr. Webster. Miss Grey conducts a school in the Church, and Mr. Maunder in the back school. Last, but not least, is the Band of Hope—established by Messrs. Morgan, Webster, and others—which numbers considerably over 100 members, besides adults.

Figure 82. *NZ Herald* report from 1885. *New Zealand Herald*, 9 December, 1880: 6



Figure 83. Main street of Pukekohe in 1880. 7-A10632. Franklin Heritage Collection Pukekohe Library, Auckland Libraries.



**Figure 84. Deed Whau 55. n.d. pre-1879.**

The above map shows the first subdivision of the whole block on the south side of King Street (Station Street), between Edinburgh Street (identified as Government Road) and the hotel. It shows Roulston Street surveyed (but not named) and south to Harris Street. West of Roulston Street are Lots 3 to 9, each 66 or 73 feet wide, plus one facing Edinburgh Street; east of Roulston Street are two smaller lots, 83 and 66 feet wide, and one much larger lot that includes 'Roulstons Hotel' and a store (drawn in). The only other buildings shown are 'Dilworth's store' and 'Webster's saddler' on the north side of King Street on opposite corners of Hall Street.

Dilworth transferred ownership of his property to Calvert and others in 1882; they re-conveyed it to John Sanderson [Saunderson] in 1884.<sup>304</sup> Sanderson advertised in October 1884 that he was the agent for Darjeeling tea.<sup>305</sup> He was still listed (as Saunderson) as a storekeeper in the 1885 directory, as were William Maxwell and Samuel Buchanan.<sup>306</sup> Other businesses in 1885, probably all in King Street, were Arthur Crawford bootmaker, John Davis baker, Daniel Goodwin wheelwright, Michael A. Murray tailor, Robert F. Webster saddler, Luke and David Wilson blacksmiths, Richard and Henry Barnaby butchers.<sup>307</sup> Also listed are a few engineers, sawyers and millers, but the main occupation of people in Pukekohe West and East is farmer. Both Percy H. Jenkins and James Roulston are listed as hotelkeeper.<sup>308</sup>

The store on the corner of King Street and Queen Street changed hands a few times: after Forbes came Samuel Buchanan (by 1885), then Richard McCowen (by 1889).<sup>309</sup> The property was described in 1902 as 'a large corner section of half an acre with commodious shop and dwelling as well as two wood and iron stores where stocks of grain and produce are stored'. McCowen was still in business in 1902.<sup>310</sup> McCowen sold out in 1908 to W. Lees.<sup>311</sup>

Indications that the number of businesses was increasing include an advertisement placed in February 1884 for the sale of one acre in Pukekohe town, with two shops (owner and outcome not known).<sup>312</sup> An account of a burglary in 1885 mentions Mr Usher's butchery and Luke Wilson's smithy. In March 1881 Wilson acquired Lot 1 on Deed Whau 55 from Roulston and others and conveyed it to Blake in January 1888.<sup>313</sup> It is probable that Wilson's smithy, later Blake's smithy, were situated just to the east of Roulston Street. Daniel Goodwin, coachbuilder and wheelwright, was also in King Street, having conducted the wheelwright business since May 1883.<sup>314</sup>



**Figure 85. View of the blacksmith's shop or smithy of W.J. & R. Wilson. FRA: I, 5 / Footprints 03121. Franklin Heritage Collection Pukekohe Library, Auckland Libraries.**

View of the blacksmith's shop or smithy of W.J. & R. Wilson, Implement Makers, Shoeing Smiths, Pukekohe, 1886. Next door are the premises of J. Ingram, Wheelwright & Coach Builder. No longer extant.

Henry Dell (Lieutenant of the Pukekohe Mounted Rifles) established a saddlery business in Pukekohe in 1885 and by at least 1892, occupied the shop on the southern corner of West and Queen Streets.<sup>315</sup> The original shop was one-storey and thought to have previously been a butcher shop, but within ten years Dell had considerably extended the Queen Street frontage, and later added a second storey. The family also occupied the cottage next door on West Street. In 1892, Dell set up the town's first printing press, in the building adjacent to the cottage.<sup>316</sup> Dell diversified his business by becoming the agent for the Standard Insurance Company and selling real estate. His son Henry Dell joined the family business in 1916, forming the partnership of H Dell & Son. A hitching rail remained outside up until 1930 but, as times changed, so did the business. Henry Dell's son, Grahame, joined the business and he and his wife, Ngaire, continued to run the business as a saddlery and harness operation until 1962, when they diversified into making canvass and leather goods such as bags. The Dell store was the oldest ongoing business within Pukekohe at the time of its closure in 1992, trading for 107 continuous years and from the same site. The images below shows the sequential development of the site and business. The building has seen a number of fabric changes over time, but is of interest for representing a long-standing business.

Today (2014) with the closure of the Dell Saddlery some 24 years ago, the longest running business in the Pukekohe town centre appears to be Wright Jewellers, having established a jewellery store, and originally also operating the business as a green grocer from 1912. The first building was a one-storey wooden structure with the shops at the front and living quarters at the rear, the building was situated beside the Perkins' store. Wright Jewellers has moved three times over its 100 years but has always had a presence on King Street.<sup>317</sup>



Figure 86. The enlarged premises of H. Dell & Son c. 1915. FRA: I, 5 / Footprints 04844. Franklin Heritage Collection Pukekohe Library, Auckland Libraries.



Figure 87. Former Dell business building today as a bar and restaurant, side elevation. Photo: AC, August 2013.

In several cases the business premises had houses attached, adjacent or at the rear of the shop. Examples were Robert Webster's saddlery adjacent to his store, a cottage adjacent to Dell's saddlery on West Street, and the two-storey villa illustrated below which possibly had a wheelwright's adjacent. It appears to have been the Hawke's Boarding House.<sup>18</sup> The image

<sup>18</sup> This assumption is based on details set out in *The St Patrick's Parish Centennial Brochure 1866-1966*. Pukekohe: New Zealand: The Parish.p13.

below also illustrates the very poor state of the roads at that time. Despite kerbing and a strip in front of the residence, which likely functioned as a makeshift footpath, the roads were simply mud, and made for difficult and lengthy logistics, even to just get across town. The building is no longer known to be extant in Pukekohe today.



**Figure 88. Two-storey villa with a half-verandah in King Street in 1886. FRA: I, 5 / Footprints 03122. Franklin Heritage Collection Pukekohe Library, Auckland Libraries.**

In 1886, James Roulston gave notice that he was applying to transfer his liquor license to Alfred Pulleng.<sup>318</sup> Pulleng was in charge of the hotel by May 1886.<sup>319</sup> The South Franklin Agricultural Society held their annual show in Roulston and Pulleng's paddocks, adjacent to the hotel.<sup>320</sup> In 1892 Pulleng advertised his shop, dwelling and land in the township for sale (exact locations not specified).<sup>321</sup> The hotel management and/or ownership changed many times over the decades.

Another land owner advertising to sell in 1892 was T.G. Usher, trying to sell his butchery business 'in the rising township of Pukekohe'.<sup>322</sup> He was also advertising for sale a four-roomed cottage on a ¼ acre of land 'suitable for a small business'.<sup>323</sup> Plans show Usher owned several properties in the township, so it is not clear to which this advertisement referred.

The subdivision of the south side of King Street between Queen Street and Edinburgh Street was surveyed in 1893, apparently the last of the King Street blocks to be subdivided.<sup>324</sup> The nine lots fronting King Street were unequal in size, with the western one (corner of Queen Street – marked Hill Road) being 142 feet wide, the eastern one (corner of Edinburgh Street) 69 feet 8 inches and the seven in-between each 64 feet wide. The subdivision included three small lots fronting Edinburgh Street – by this time it was recognised that the retail area was likely to spread up this street. The plan does not show buildings but as it does show a well on the southern boundary of Lot 5, it can be inferred that buildings other than Forbes'/McCowen's store did exist (buildings were not always shown on plans).



- S.W. Plaw, printer
- Joseph Robinson, Pukekohe Hotel
- William Roulston, storekeeper
- Francis Stanley, fruiterer
- George Twidle, carpenter
- Thomas G. Usher, boarding-house keeper
- Robert F. Webster, saddler
- John Wilson, carrier.

Several of the occupations were related to horse-drawn vehicles and horse riding: three blacksmiths, two saddlers, two wheelwrights and a carrier. Two businesses were for accommodation (the hotel and a boarding-house). Usher owned the plot of land on the north-east corner of King and Seddon – a villa which stood on this site until 1954 may have been his boarding-house. In addition to the above list, the most common occupation noted in 1894 was farmer, with one schoolmaster, one surgeon, one nurseryman, one constable and the manager of the New Zealand Dairy Association; a few women and men were listed without a stated occupation. Another business established towards the end of the century was that of Andrew C. Smyth, chemist and druggist, in 1894.<sup>330</sup>

The addresses of people listed in 1894 were not given; although Pukekohe East was specified for some people, none of those had a stated occupation other than farmer. A few of the businesses are known to have been in King Street and it is probable that all were, or immediately adjacent. From at least the late 1880s to 1911 the Blake's occupied a site on the south side of King Street, east of Roulston Street.<sup>331</sup>

An exception to the perception of King Street as solely for businesses was the purchase by the Salvation Army in about 1894 of the section at the north-west corner of King and Edinburgh Streets; they constructed a hall on the site.<sup>332</sup> The Anglican, Presbyterian and Methodist churches and the school re-located from the Paddock closer to the new centre of town as King Street developed.<sup>333</sup> (See *Ways of Life* chapter, *Religion* section).

The 1896 the census found a small drop in Pukekohe West's population, down to 1105.<sup>334</sup> In 1898 it was reported that 'There are many places south of Auckland ... which are older than Pukekohe, but none which have made more rapid strides ...'.<sup>335</sup> By the turn of the century, as connecting roads were constructed and the horticultural industry expanded, Pukekohe had become the service and retail centre for the Franklin area, being ideally situated in a central position and with the Main Trunk Line railway running through it.<sup>336</sup>

#### **4.6.3 The Beginning of the New Century**

At the beginning of the twentieth century, Pukekohe saw a rapid increase in population, with 1622 residents in 1906 and 2279 in 1911 (East and West combined).<sup>337</sup> In 1916 the population of Pukekohe Borough was 1545 – comparable figures were not available as the Borough had not existed at the previous census, but the increase was estimated as 395.<sup>338</sup> In 1921 the population of the Borough was 1990.<sup>339</sup>

The number and sizes of businesses, and the range and diversity of goods and services, also increased. The 1902 *Cyclopedia of New Zealand* described Pukekohe as 'a flourishing farming district' with coach and rail communication.<sup>340</sup> The businesses it noted had mostly been established for several years. Some, such as fruiterers Sarah Dilworth and Francis Stanley, and dressmakers Miss Roose and Mrs Rankin, were more recent arrivals, as were an additional wheelwright and boot maker.<sup>341</sup> The number of premises in King Street grew, often replacing houses or in-filling empty sections. More subdivision occurred, facilitating denser use of the land fronting the street and on the side streets. Most of the new buildings were made of brick or concrete; wooden buildings began to be replaced – notable exceptions of two

nineteenth century wooden buildings that still exist are Dell's saddlery and Dilworth's (later Sanderson's, Roulston's, Farmers' and Gill's) general store. Many of the new buildings were substantial in size and height, and the brick and plaster facades made the main street look more prosperous and less of a pioneer outpost.



Figure 90. Pukekohe Hotel in the early 1900s. George Grey Special Collections, Auckland Libraries, 4-RIC316'.



Figure 91. Pukekohe in 1909. Sir George Grey Special Collections, Auckland Libraries, AWNS-19090729-7-1. Auckland Weekly News 29 July, 1909.

#### 4.6.3.1 Cooper and Curd

In 1904-1905, Conrad Cooper and Henry Curd formed their business, Franklin Carriage Works, as coach and carriage builders with premises at approximately 44 Edinburgh Street.<sup>342</sup> They also had an undertaking business. In August 1907 it was reported that, amongst the brisk building operations which were keeping all the builders busy, 'the erection of a large factory and forge for Messrs Cooper and Curd, coachbuilders', was being built by Faucett and Mee.<sup>343</sup> By 1913 Cooper and Curd were selling motor vehicles. Architect John Routly called for tenders to build additions in brick to Cooper and Curd's coach factory in 1915.<sup>344</sup> As the company expanded its business, it built large retail and workshop premises on the corner of

King and Edinburgh Streets, expanding along Edinburgh Street. A 1915 survey plan shows Cooper and Curd on the corner of Edinburgh Street with their building occupying the whole width of the King Street frontage (105 links, or 69 feet); next door to the west was a wooden shop with a corrugated iron workshop behind belonging to William S. Russell; next to the west is recorded the landing holding of E. Rankin (no buildings shown).<sup>345</sup> Both Rankin's and part of Russell's frontages had picket fences – the street still had elements of a residential appearance. Mrs Rankin advertised as a milliner in 1894 and was listed as a dressmaker in 1910; she possibly worked from her home.<sup>346</sup> Also see *Infrastructure* chapter.



Figure 92. Part of plan DP 10797, surveyed in 1915 for Cooper and Curd.

The above map shows their premises [outlined with hatching] on the corner of King and Edinburgh Streets. Also shown are several buildings on the property of W.S. Russell to the west and the public library across the road on Edinburgh Street; Rankin is marked on Lot 7.

### Cooper and Curd Building - then and now



Figure 93. Cooper and Curd building following extensions. Franklin Heritage Collection Pukekohe Library, Auckland Libraries.<sup>19</sup>



Figure 94. Cooper and Curd building in the early 1950s. *A Business Census and Pictorial Review of Pukekohe, 1951* no page numbers.



Figure 95. The Cooper & Curd building today. Photo: AC, 2014.

<sup>19</sup> Cooper and Curd's building after extensions had been made. At far right is W.S. Russell Pukekohe Plumbing Works. Writing on highest point of front elevation reads 'FRANKLIN CARRIAGE & MOTOR FACTORY'. This inscription is no longer visible on the building today.

#### 4.6.3.2 Other Premises

In 1907 the block on the west side of Edinburgh Street, from King Street north to Albert Street, was subdivided from the M. Tobin Estate.<sup>347</sup> This formed several quarter-acre sections up to and along some of Albert Street, made six narrower sections out of five sections fronting King Street and also created part of Tobin Street. The subdivision facilitated the expansion of the business district north up Edinburgh Street. The sale of the lots at public auction was very successful, and nearly all the lots were bought by local residents.<sup>348</sup>

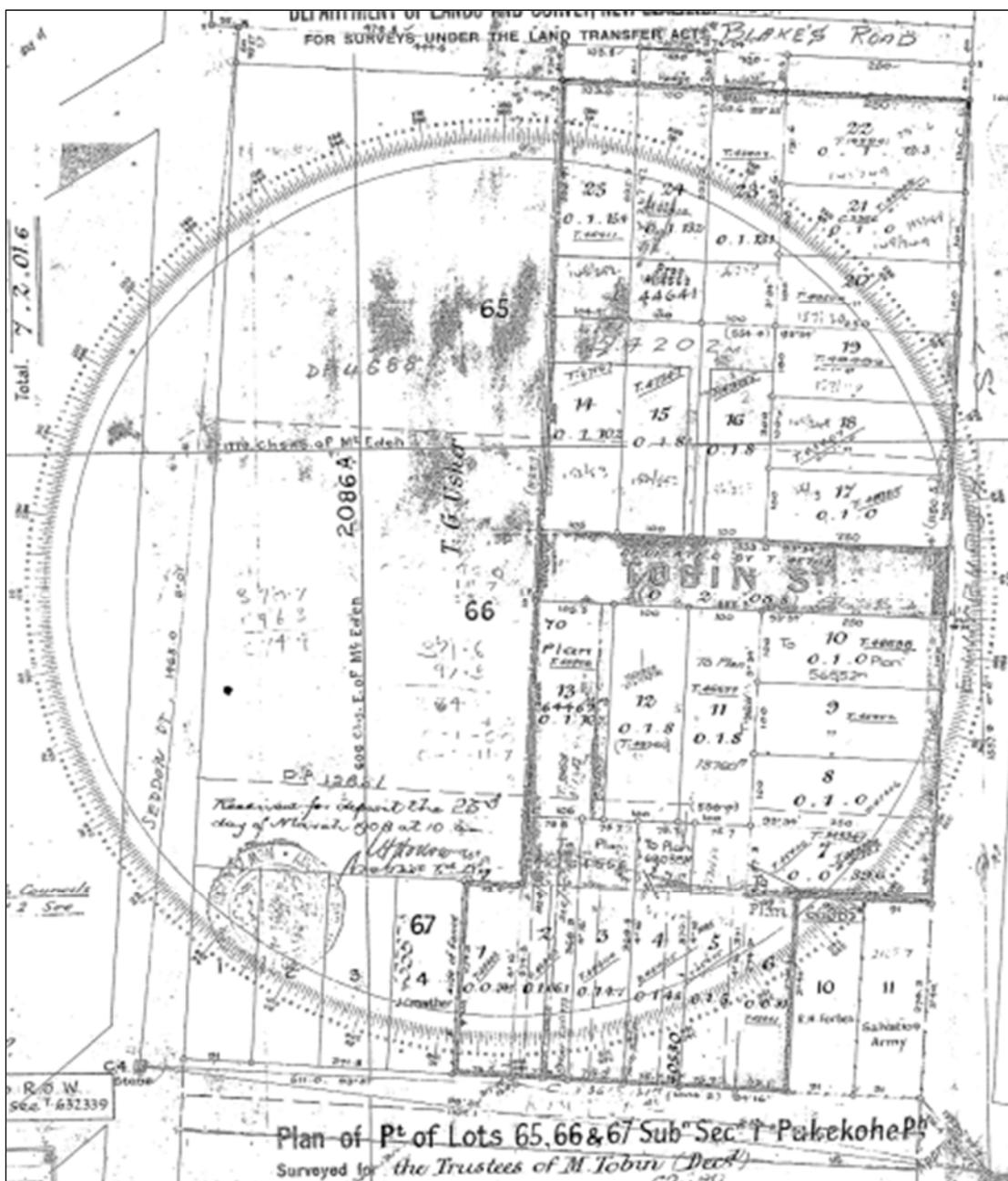


Figure 96. Part of DP 4216 drawn in 1907.

Part of DP 4216, drawn for the Trustees of M. Tobin in August 1907, shows the block from King Street to Albert Street [marked as Blake's Road, at top] subdivided into 25 new smaller lots (outlined by thicker line).

Another long-term business was established in the first decade of the twentieth century, that of Frank Perkins and Co. Universal Providers. Perkins shifted to Pukekohe in 1908, and having

purchased from 'Lee[s] and McGowan [McCowen] a general store on the corner of King and Queen Streets', he established his business.<sup>349</sup> The business became very successful, well-positioned on the main corner into town from Waiuku and the south. Known as 'Perkins' Corner' it became 'a well-known meeting place for farmers, with its weighbridge, petrol, coal and carbonettes, bake house, grocery and drapery, farm supplies, hardware, seeds and grains, manures etc'.<sup>350</sup> It is presumed that the wooden shop was originally that of Forbes prior to being owned by Lees and McCowen.



**Figure 97. Main Street of Pukekohe in 1910. ATL: 1/2-001332-G.**

In the above image, the general store and bakery of Frank Perkins & Co. is on the right, also a butcher's and stationers. At left is a house set back behind a picket fence, a series of small wooden shops including J. Crowther bootmaker, a baker, a chemist and the profile of Roulston's large building with its bay windows.

After the opening of the railway station in 1875, the post office, money order and savings bank was run from an office in the station building – this brought business to King Street, in addition to the shops that were being constructed. A two-storey post office building was erected in 1909; built of permanent materials and situated on the south-west corner of King and Roulston Streets, it created a major focal point in the town. This post office building was opened on 18 September, 1909 and demolished in 1976.<sup>351</sup> It was constructed of brick, plastered on the exterior, and had living quarters upstairs.<sup>352</sup> The former post office is also discussed in the *Governance* chapter, *public services and facilities* section.

The first taxi in Pukekohe was a Daimler, owned and driven by S. Mills in 1910.<sup>353</sup> He may have been S.W. Mills, store owner, who was listed in the 1910 Directory.<sup>354</sup> Other business listings in 1910 were four carpenters, two boarding-house keepers (Miss K. Noonan and Thomas Usher), two butchers, three blacksmiths, two wheelwrights, two saddlers, a dentist, grain merchant, plumber, vet surgeon, boot maker, surgeon, saddler, two land agents, two tailors, a photographer, hairdresser, jeweller, Franklin Printing Office (John Patterson), Perkins & Co. store, a dressmaker, sewing machine agent, William Roulston store and commission agent, Franklin Carriage factory (Cooper & Curd), a chemist, a carter and a baker.<sup>355</sup>

One of the first of the more-substantial buildings was that built by Robert Webster, saddler. R. F. Webster established his business in 1875 in Waiuku and then shifted to Pukekohe by 1879.<sup>356</sup> Initially he had a two-storey house, possibly with a shop in front downstairs, on the north-east corner of the junction of Hall and King Streets. He owned two adjacent lots and in 1909 built a two-storey brick building.



**Figure 98. Former Webster building, King Street. Auckland Museum neg. PH NEG B400. DU436.136 P97b env1. Beattie, William.**

Webster's substantial two-storey building, built about 1909, on the north side of King Street with his house beside it on the corner of Hall Street. The house to the side may date from the mid-1870s (house no longer extant in this location).

A plan undertaken for William Roulston and David Roulston, as owners of the land, shows occupiers of the south side of King Street east of Edinburgh Street in 1911.<sup>357</sup> The block between Edinburgh and Roulston Streets was divided into seven lots with occupiers (from west to east) notes as follows: none noted on the two westernmost sections, T.A. Adams & Son and T.G. Vangioni sharing Lot 7, W.G. Shotbolt, W. Roulston, D. Blake, Post Office. East of Hall Street are noted G. Weston, then Blake Bros. W. Roulston is noted as the occupier of the much larger final lot that included the hotel. Massey Avenue has been surveyed in, as has Roulston Lane; the latter provided access into Roulston's large lot. Joseph Adams was a butcher, Thomas Vangioni a chemist, Weston a baker, Blakes were wheelwrights and blacksmiths. These businessmen and tradesmen (and the post office) must have been leasing the land from the Roulstons.<sup>20</sup>

The west end of town also saw developments in 1911. Thomas Kennelly subdivided a large parcel west of Seddon Street, north of West Street, into 27 parcels plus Harrington Avenue (see below).<sup>358</sup> By 1913 James O'Connor had purchased the easternmost lot of those fronting West Street and built a substantial two-storey building with a shop at street level. By at least December 1913 the other lots on the east side of Harrington Avenue were also occupied separately.<sup>359</sup> These were primarily residences, but a corrugated iron shop did exist besides O'Connor's Building in 1954.<sup>360</sup>

<sup>20</sup> This has not been confirmed by research of land files.

The railway station was shifted a few hundred metres further south in 1911, causing some worries that this would affect business, but by then King Street was sufficiently well-established for no ill-effects to be felt.

Improvements were also being undertaken on the street itself - a contract was offered for the remaining section of King Street to be kerbed and channelled and metal ordered in for the street.<sup>361</sup> The work was underway by May 1911, '...the main street had been cut and levelled right out to the Seddon Memorial at the cross roads. Workmen are now engaged putting on a good coating of blue metal, which work should be completed before winter sets in properly. A substantial kerb and channel has been laid in concrete ...'.<sup>362</sup> The article went on to say: 'A large handsome dining room is being completed near the station. A site has been cleared not far from the new post office, where a bank is about to be erected. Another bank is also to be built further up the main road.'<sup>363</sup>

Another report was more specific:

*A two-storey store, refreshment-room and dwelling are almost completed for Mrs McGovern, and a large billiard room, hairdressing saloon and dwelling has been erected for Mr F. Hamill. Mr D. Goodwin is building a block of shops in place of his old workshop. Large brick premises with dwelling combined are being built by the Bank of New Zealand. A new shop has been built for Mr T. Vangioni, chemist. Messrs Vaile and Sons will shortly be building on the site where their premises were recently burned down. Mr Dell will erect a shop on his section on the Tobin Estate, and also a dwelling facing Tobin Street.... The large paddock at the back of the post office is now being surveyed prior to being placed on the market....<sup>364</sup>*



**Figure 99. King Street in 1913. Beattie, W. Auckland War Memorial Museum neg. B200.**

View looking along King Street from east of Edinburgh Street. This image shows: on right - J. Adams [?] butcher's, W. Townson chemist, amongst others; and discernible on the left the premises of National Bank, Samuel Vaile and William Roulston.

In February 1912, it was reported:

*'The township of Pukekohe is making rapid progress. Now that the main road has been formed to its permanent level a better type of building is being erected, brick taking the place of wooden structures. At the corner opposite the new post office a fine two-storey brick building is approaching completion, which is being put up for the Bank of New Zealand. A little uneasiness is felt by some of the residents as to whether the removing of the station further along the line will tend to turn business from the main thoroughfare ...'*<sup>365</sup>

The architects L.C.A. Potter, John Routly, F.W. Mountjoy, Wade and Wade and Fred Souster were all kept busy during this decade. Some of the tenders for commercial buildings called were: in May 1913 for a brick building, in June 1913 for a two-storey brick building (the client may have been J. Patterson), in June 1914 for the erection of office premises, in October 1914 for the printing works and offices in brick for Franklin Post, King Street, and in January 1915 wooden shop premises.<sup>366</sup>

In April 1912, the architects Wade and Wade invited tenders for additions and alterations to the hotel.<sup>367</sup> The hotel refurbishment included a new extension measuring 105 feet to King Street, new dining room, ladies waiting room, commercial room, kitchen and ten additional bedrooms that took the total to 28 bedrooms.<sup>368</sup> Towards the end of 1912 the same architects were calling for tenders for the erection of a theatre, shops and offices.<sup>369</sup>

New businesses were opening, such as that of land agents Tylden and Spiers.<sup>370</sup> John, Frank and Fred Duncan started their building business, Duncan Bros. in 1912; this was the year of the first issue of the Pukekohe and Waiuku Times as well.<sup>371</sup>



**Figure 100. King Street in c. 1912. FRA: II, Footprints 04641. Franklin Heritage Collection Pukekohe Library, Auckland Libraries.**

King Street, Pukekohe, looking east from the corner of Seddon Street, c. 1912. The Seddon memorial lamp, unveiled in January 1907 to commemorate the late Prime Minister, Richard John Seddon, is prominent in the foreground. The house at left may have been Usher's boarding-house.

One of the landowners around the turn of the century was Thomas G. Usher. He owned more than two properties on King Street; he offered one of these for sale in 1913, 'a house of 9 rooms in King Street suitable for a doctor's residence or nurses home'.<sup>372</sup>

The south side of King Street continued to be further in-filled, such that by 1913 most, if not all, of the lots were occupied by business premises. The simpler wooden buildings were also being replaced by more substantial buildings in permanent materials. By 1913, King St was a mix of small single-storey wooden shops with verandahs over the footpath, two-storey wooden buildings, two-storied concrete or brick shops, and houses set back from the footpath, often with low white picket fences. Most of the business premises (other than the banks and post office) had verandahs over the footpath, supported by posts. The verandah edges and the parapets above the front wall carried the shop name and nature of the business.

Another 'substantial ornament to the structures in Pukekohe' was the erection of the brick Franklin County Council offices, nearing completion in February 1914.<sup>373</sup> This building is discussed further under the *Governance* chapter.

In March 1914, the *New Zealand Herald* published an article under the banner 'Thriving inland town'.<sup>374</sup> The article described the 'wonderful progress' that had been made, especially since Pukekohe had become a borough. Not only had the overall population increased, so had that of the school, necessitating additional classrooms; nine men were employed in the new post office building and eleven permanent staff at the railway station.<sup>375</sup>

In October 1914, it was reported that:

*Some ten building permits have been issued by the Pukekohe Borough Council in connection with new buildings at present in the course of erection, or just completed, within the borough. Of this number, no less than eight of the permits were for business premises in King Street, the main thoroughfare of the town, and the buildings include some substantial structures, which are being built in ferro-concrete.... Building ... has been brisk ... for the half year ending Sept 30, 35 permits, covering shops and dwellings, were issued....*<sup>376</sup>

In 1914, occupants of the block from Hall Street to the east, on the north side of King Street, were (from west to east): Webster on two lots, then Goodwin on two lots.<sup>377</sup> Goodwin's buildings included a house and billiard saloon, with stables, a buggy shed, sheds and a workshop at the rear. Hawke was next to the east then the railway reserve (all buildings not shown).



**Figure 101. King Street looking east in c. 1915. FRA: I, 5 / Footprints 04843. Franklin Heritage Collection Pukekohe Library, Auckland Libraries.**

The Post Office and the Bank of New Zealand building can be seen on the far side of the road. At far left is the verandah for Vaile & Sons, land agents and further along W. Roulston's premises. W.G Shotbolt's is at far right, in their first wooden premises.

Advertisers in the 1917 edition of Bradbury's travel guide included:

- H. Dell & Son, land agents
- W.F. McClintock, art furniture manufacturer
- Owen McLean, hatter, mercer, clothier, booter
- W. Wright, 'the people's watchmaker and jeweller (Next F. Perkins & Co.)
- 'The Bookery', toys, fancy goods, stationery, magazines and agents for two piano companies and the Alliance Assurance Co.
- Robert Miller, expert tailor
- William Wilson, Pukekohe Timber Yard
- Frank Perkins & Co. Universal Providers, groceries, agricultural implements, seed, grain etc
- Pukekohe Livery and Bait Stables 'Saddle horses and vehicles for hire' H. Barber proprietor
- J.H. Blackwood plumber and gasfitter
- C.A. Penny, coachbuilder, wheelwright and undertaker
- Beatty and Marshall, family butchers
- C.K. Lawrie, land and estate agent
- Franklin Printing Works, 'est. 1892, John Patterson printer and stationer, importer of fancy goods, glass and chinaware etc'.<sup>378</sup>

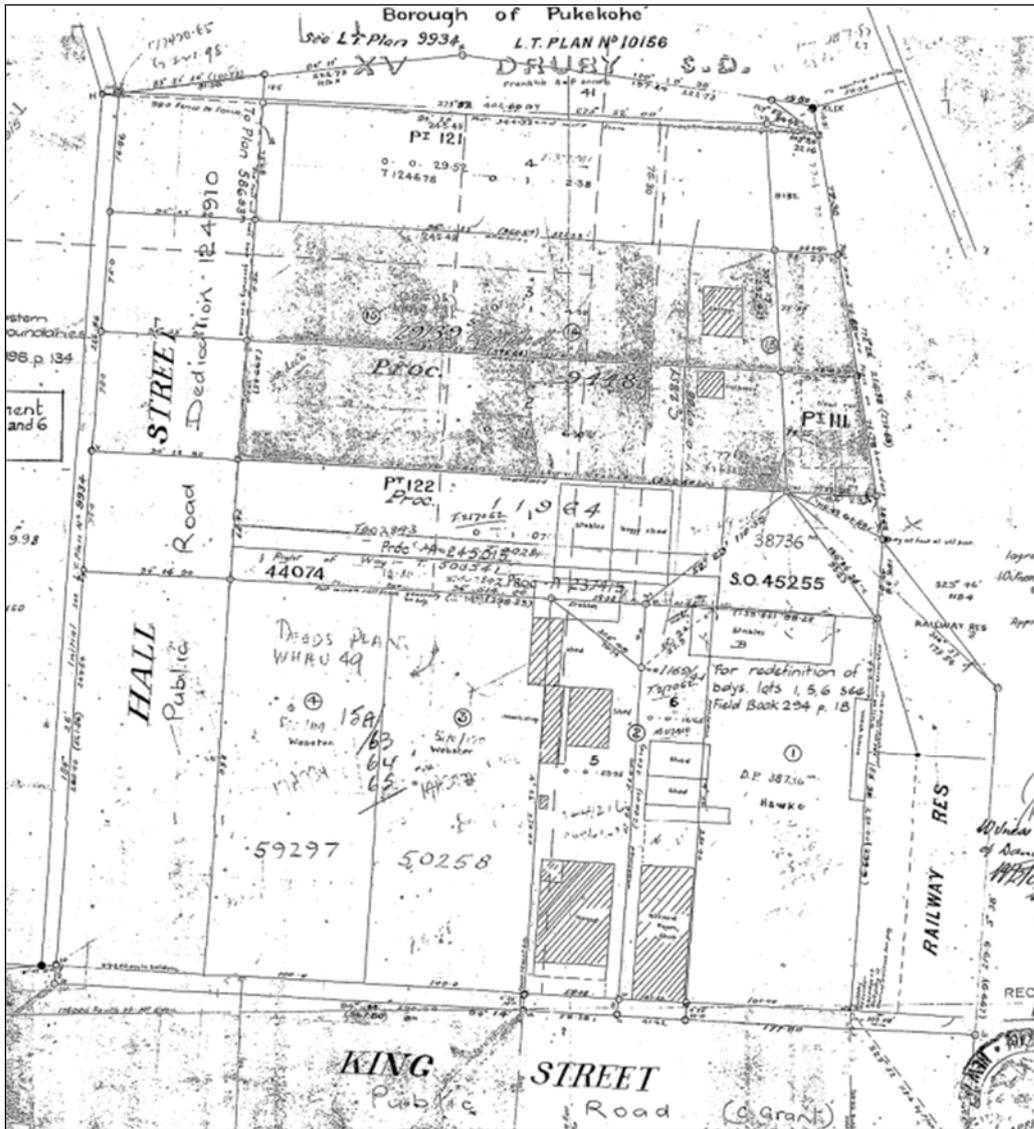


Figure 102. Part of DP 9823 drawn in 1914.

Drawn 1914 for D. Goodwin shows the block from Hall Street to the railway reserve, on the north side of King Street, as being divided into only four lots on the King Street frontage. Goodwin owned Lot 2 and Lots 13, 14, 15 to the north; and Hawke Lot 1 – Hawke’s building is mentioned but not shown. Goodwin was having his lots subdivided such that Lot 2, which had a house on the western half and a billiard saloon and shop on the east, was divided in two. Other buildings shown are sheds, workshop and stables, with a right of way from Hall Street.

F. Perkins & Co.’s single-storey wooden shop was replaced in 1916 by a two-storey business premises in brick.<sup>379</sup> The family, which included seven children, lived on the premises.<sup>380</sup> The building is scheduled as a *Significant Historic Heritage Place* (UID# 01512). The Perkins & Co building has maintained significant local landmark and streetscape presence in the town centre, with its articulated ornamentation and particularly intact upper level, as well as its corner location.

# FRANK PERKINS & CO., DIRECT IMPORTERS PUKEKOHE.

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FULL RANGE  
Latest Drapery direct  
from England.

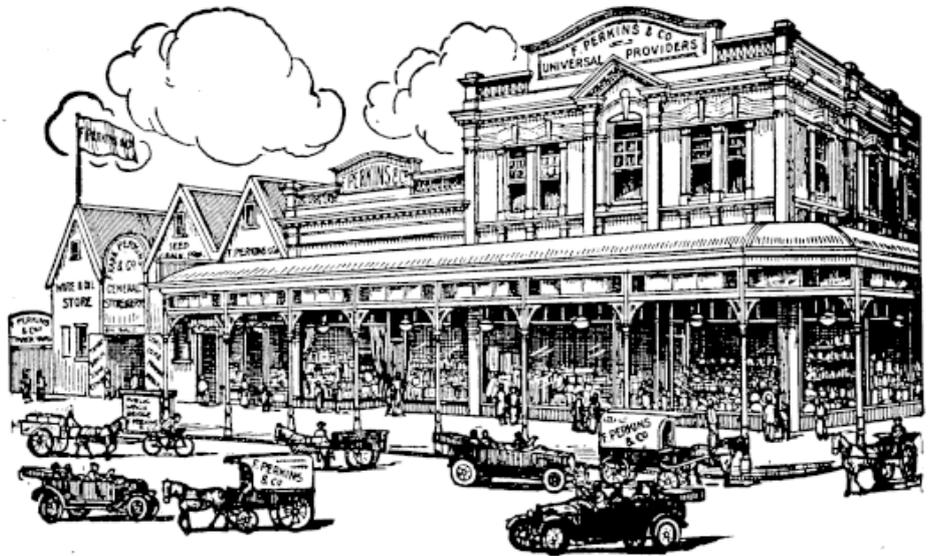
INSPECTION INVITED.

2s in the £ Discount.

High-class Boots and  
Shoes.

NO IMPORTED SHODDY

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## FRANK PERKINS & CO., UNIVERSAL PROVIDERS, PUKEKOHE

Advertisement appearing in the *Pukekohe & Waiuku Times*: 20 June 1919.

## Perkins & Co Building –Then and Now



Figure 103. Perkins building on south-east corner of King and Queen Street. n.d. Franklin Heritage Collection Pukekohe Library, Auckland Libraries.



Figure 104. The Perkins building today on south east corner of King and Queen Street. Photo: AC, November 2013.

The upper elevation appears much as it did in earlier image above.



**Figure 105. King Street in 1917. FRA: I, 5 / Footprints 04841. Franklin Heritage Collection Pukekohe Library, Auckland Libraries.**

The above image is looking west from near the railway line, shows a single-storey Legal Chambers at far right in a plastered brick building, with (from right to left) Speirs, Lorraine & Co. the Booker; a house; a small wooden shop W(?) Jones, 'prompt printer'; George Armstrong 'hairdresser, tobacconist, billiards 2 table in a two-storey wooden building; another house, W.T. Jones in Webster's building, and a smaller one-storey shop on the corner of Hall Street. Beyond the corner are six two-storey buildings<sup>21,381</sup>

The auctioneers, land agents, produce merchants, coal and firewood dealers J.T. Stembridge formed a limited liability company at the end of 1919, naming it the Franklin Farmers Auctioneering Co.<sup>382</sup> The business was started six years earlier but had been so successful they needed to enlarge the premises. Bi-weekly sales were held, Tuesdays being for the sale of fruit, vegetables, furniture and sundries and Fridays for pigs, poultry, fruit and vegetables, 'the only mart between Hamilton and Westfield where pigs are specially catered for'. The auction rooms were in King Street, a two minute walk from the railway station.

Gallagher, Howe and Moore were established by 1919, undertaking motor repairs and cycle repairs, but Moore seems to have dropped out of the partnership soon after.<sup>383</sup> Another new business in 1919 was Thorpe's Studio (photography).<sup>384</sup>

#### **4.6.4 The 1920s-1940s (Inter War and World War II Period)**

The building boom seen in the 1910s continued into the 1920s, with much construction in King Street of offices and business premises in permanent materials, replacing the wooden shops and houses. Some of these buildings could accommodate more than one tenant, making the occupancy rate more intensive, ultimately adding to the prosperity of the town.

The Farmers Union Trading Co. had decided in 1917 to open a produce store in Pukekohe, but it was three years before the company took ownership of William Roulston's 'very extensive general store' on the Hall Street-King Street corner.<sup>385</sup> A gathering of about 60 businessmen gathered at the Pukekohe Hotel to present William Roulston with an illuminated address in recognition of his retirement from the store's ownership.<sup>386</sup> On 14 July, 1920 Roulston conveyed ownership of the site with its two-storey building, to the Farmers and the Farmers store opened.<sup>387</sup> From then on, Farmers kept a major presence in the main street.

<sup>21</sup> N.B. the photo pre-dates 1917.

In 1921 at least one business was established further away from the main street in Tobin Street, that of Hart & Brown, 'carriers & contractors and firewood merchants'.<sup>388</sup> They were not the only carriers at that time. The area around West Street was also seeing development; by 1923 the Odd Fellows Hall existed on the west side of Harrington Avenue and a plumber's shop on the south side of West Street.<sup>389</sup> H. Dell, saddler, continued to occupy the corner shop and a 1924 survey for the estate of the late D. Goodwin showed a house adjacent on West Street occupied by Rooney and beside that a large iron shed occupied by Blandford, builder.<sup>390</sup> Further along West Street, W. Hunt, plumber, had a house and an iron shop and workroom. The Pukekohe Motor Garage (proprietor H. Wild) occupied the O'Connor Building close to the corner of West Street. The era of the motor vehicle had arrived, evidenced by at least three motor garages and a tyre specialist by the early 1920s. (Also see *Infrastructure* chapter).

In December 1921, architect John Routly called for tenders to build a two-storey brick premises in King Street for W.F. McClintock, 22x42 feet; McClintock's Building remains on the north side of King Street adjacent to the later Lodges Building on the north-east corner of Edinburgh Street, built 1925.<sup>391</sup> In May 1933, Mrs McClintock owned the corner sections and the land to the north, and was having it subdivided into small parcels.<sup>392</sup> As with a number of townscapes of historical interest, the ground level development has been significantly physically compromised however, the upper elevation remains well read, consisting of three symmetrically placed double hung sash windows, with the two outer windows featuring an arched detailing with a keystone in the centre above the window, the central window is framed by a triangular pediment. Each of the three sets of windows are matching and consist of three small upper panes with three larger panes beneath. The building is reinforced by the neighbouring Lodges building.

A 1922 article describing the progress of Pukekohe reported it was a 'well-equipped town' whose appearance:

*Conveys to the visitor an impression of progress and prosperity, its streets being macadamised, electrically lighted, and clean. There are many very fine brick buildings, and every line of business is well represented. King Street is the main street, running at right angles to the railway line, and is lined on either side by business premises for over a quarter of a mile.... The town boasts a number of fine brick Government buildings, including a large two-storey post office, one of the most up-to-date county offices in New Zealand and a newly-completed courthouse.*<sup>393</sup>

By 1922, the population of Pukekohe had reached 2000.<sup>394</sup> Building activity in 1922 included the two-storey, concrete, brick and plaster building known as Central Building that replaced Webster's house on the north-east corner of Hall and King Streets.<sup>395</sup> Architect John Routly was busy designing business premises, advertising for tenders for the construction of a brick garage for Cooper and Curd and 'premises in brick for Messrs Gallagher and Howe' – this may be what is now known as Sunshine House.<sup>396</sup> In June 1923, Gallagher and Howe announced the dissolution of their partnership.<sup>397</sup> At that time they had buildings on two lots of the railway reserve, held under leases, facing onto King Street – on one lot was a set of wooden shops, on the other was a brick shop with offices and a benzine store behind, a large wooden garage and a four-roomed dwelling. Their taxi business included three five-seater Oakland touring cars and a 'new 18-seater Republic char-a-banc'. (Some of these buildings are possibly the house and brick building still existing in 1950, owned by Talijancich, now 200-206 King Street.)<sup>398</sup> See chapter three: *Infrastructure, Transportation* section for further discussion in relation to the development of the motor industry.

In February 1923 this 'progressive town' in the centre of a large district was:

*A compact collection of modern business premises and a spreading suburban area of residences.... Few inland towns in the Auckland Province afford a better home to the farmer or tradesman. ... the town has succeeded in attracting to it a diverse range of businesses, which occupy a long line of shops and offices in the main street and overflow into the branch roads. Many of these premises are of recent erection, and are stamped with the modern architectural appearance and interior appointments of metropolitan buildings.... On Fridays, the late shopping night, are thronged with purchasers from miles around.... An interesting innovation is the establishment of a ladies' rest room'.<sup>399</sup>*

One building from 1923 that still remains as part of the streetscape was the large building for Beatty and Marshall (Scheduled UID# 1523). This building housed Massey's Department Store that covered both floors of the building from approximately 1930 through into the later part of the 1960s. It was at the time Pukekohe's finest Fashion Store.

Architect (and mayor) John Routly called for tenders to build two brick shops in February 1924 – their location was not specified but as the plans could be viewed at the offices of David Roulston, he may therefore have been the developer.<sup>400</sup>

The Shotbolt building was constructed in 1924 and later demolished in the mid-1980s. The caption in the Franklin Courier associated with this image reads:

*"Making way for the new. Shotbolts building in King Street, Pukekohe, was just the most modern and elegant edifice when it was built in 1924, far surpassing the wooden building which had borne the same name for a good number of years one block to the east. However, this two storey concrete building is to be demolished, together with the brick garages behind it to make way for a new single storey building housing two shops".<sup>401</sup>*

A.C. Gill, Men's and Boys' outfitter advertised in August 1924 that they had shifted to 'more commodious premises, opposite Pukekohe Post Office'.<sup>402</sup> These premises were the two-storey wooden building previously occupied by Farmers Union (and Roulston before them). 150 King Street remains in a somewhat altered form today. Men seem to have been spoilt for choice at that time, as another men's clothing shop, Clarke Bros., also advertised they had a new establishment ('late Todd') and Johnson, Outfitter, in King Street advertised suits for men and boys.<sup>403</sup>

## Beatty and Marshall Building- then and now



**Figure 106. Beatty and Marshalls building, 30 December, 1953. Footprints 03971. Franklin Heritage Collection Pukekohe Library, Auckland Libraries.**

Beatty and Marshalls building, 30 December 1953. Decorated for festivities of Queen Elizabeth II and the Duke of Edinburgh making a brief stopover in Pukekohe during their first royal tour of New Zealand.



**Figure 107. Beatty and Marshalls Building today, King Street. Photo: AC, January 2014.**

The Farmers erected their substantial two-storey large store plastered brick building on the north side of King Street by November 1927, a few doors to the west of the wooden corner shop. With 37 staff, the Pukekohe branch of Farmers was one of the largest in the chain.<sup>404</sup> In 1931 the Pukekohe Farmers opened a second store, a cash-and-carry that could offer cheaper prices as there were no accounts or delivery charges; it was the first of the Farmers 'duplicate' stores.<sup>405</sup> The external front elevation of the building remains today.

Howe and Weston Limited was established in May 1926, taking over the premises formerly occupied by Piggott Motors.<sup>406</sup> Another service station in King Street was Kane's, next door to the Farmers (see photograph above).

The wooden Salvation Army hall on the corner of King and Edinburgh Streets is shown on a 1927 plan surveyed when the Salvation Army planned to subdivide the site – the Edinburgh Street frontage was divided into three lots.<sup>407</sup> The Union Bank bought the property and the hall was shifted to the corner of Tobin and Edinburgh Streets.<sup>408</sup> <sup>22</sup>With the Lodges Building (1927) on the north-east corner of Edinburgh and King Streets, the Union Bank, and Cooper and Curd on the south-west corner, there were three imposing buildings occupying the corners of this intersection.

In 1928 a building was under construction next to the post office, on property owned by G&S Bowden.<sup>409</sup> This became the Bookery, which previously operated out of a shop further east on King Street.

The two-storey Franklin Power Board building, erected in 1928 on the north side of King Street, also added to the more substantial streetscape with its classical facade. Tenders for its construction were called by architect John Routly in October 1927.<sup>410</sup> The building had offices upstairs and an electrical appliance showroom downstairs; the Board was the first institution to trade in electrical appliances.<sup>411</sup>

After New Zealand Breweries Limited took over the hotel in 1937, they built a new wing in concrete, completed in 1938.<sup>412</sup> The new wing had accommodation above and shops below.

A 1939-1940 aerial photograph clearly shows that the business area was still concentrated on King Street. On Queen and Seddon Streets, apart from the King Street corners, there are only residences and churches plus the bake house building; West Street has a few business premises. For the first block north of King Street, Edinburgh Street has a few premises that may be workshops and one possible shop is under construction (or getting a new roof) but northern Edinburgh Street is still primarily residential. Edinburgh Street south of King Street is similar but has the large premises of Cooper and Curd. Hall and Roulston Streets are similarly devoid of business premises beyond the lots adjacent to the King Street corners. There appear to be few, if any, houses on King Street although there are some at the rear of shops, and King Street is much more densely occupied with business premises. Manukau Road shows the first signs of more intensive development – the road was prone to flooding which limited its appeal.

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<sup>22</sup> The Union Bank of Australia merged with the Bank of Australasia in 1951 to become the ANZ.



**Figure 108. East end of King Street in the 1930s. Auckland Museum collection # 208.**

A 1930s view of the east end of King Street, showing Mrs McGovern's boarding house and another unidentified two-storey building that may have been part of her establishment.



**Figure 109. Pukekohe Post Office and Bookery in 1936. FRA: I, 5 / Footprints 03141. Franklin Heritage Collection Pukekohe Library, Auckland Libraries.<sup>23</sup>**

The 1941 directory gives an indication of the increasing number and diversity of businesses in Pukekohe as a whole, but street addresses are not given. Most of the businesses are similar to previous listings, but there are more of each type. The needs of the farming and market gardening industries is seen in the increase in number of farm equipment dealers, agents for

<sup>23</sup> 'The King is dead - long live the King': Pukekohe citizens gather outside the Pukekohe Post Office at 11.00 am on 23 January, 1936 to hear the mayor, Mr C.K. Lawrie, reading the proclamation of the accession of Edward VIII to the throne. Next door are The Bookery and John Knowles, merchant. Thorpe Studio, Pukekohe.